

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

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THE PRESS ON "SEAFARING."

SEAFARING (150, Minories, E., 1d. weekly) weighed anchor on July 7th with a cargo that will be appreciated by all who go down to the sea in ships.—*Literary World*, July 20th, 1888.

On Saturday was issued the first number of SEAFARING, a penny weekly journal devoted to the interests of the seafaring class. The want of some independent medium for the expression of seafaring opinion has long been felt, and this want the new journal will, in all probability, adequately supply. The present number is full of such news as must render it welcome to nautical men, and is besides ably and smartly written.—*Morning Advertiser*, July 9th, 1888.

We have received and perused with much interest the first number of a new Saturday journal entitled SEAFARING. As its name implies, it is an organ devoted to the interests of that class which is the backbone of our commercial prosperity as a people, and, as far as can be judged from a first issue, the new venture promises to do good service for those in whose special behoof it is started. Unlike the majority of class-newspapers it is brightly and pleasantly written, and contains much that is sure to command the interested attention of the general reader. The muse of verse-writing is pretty extensively invoked in the number before us, the editorial programme is frankly put before the public, and several of the prose "yarns" are very readable. SEAFARING looks as if it meant business, and good business, too, in the long run.—*The Evening News*, July 9th, 1888.

SEAFARING is the title of a new organ of the seafaring class, which is to be published weekly by Mr. Victor G. Plarr, at 150, Minories, London. We do not know of any journal which occupies the ground—or sea—intended to be covered by this new periodical. It is racy of the ocean, and is intended more for the fore-castle than for the cabin, but yet there will be something for both, and something also for those who "follow the sea" only with their eyes—and hearts—from the land. The object of the publisher is to furnish "a fair and fearless organ in the Press" for the seafaring community. It will advocate the interests of seamen, but is in no way intended to set class against class, and it will be "as largely as possible written by hands which can wield a marlinspike as well as a pen." And where it does not instruct SEAFARING promises to amuse, for it means to be "a lively paper." The first number, we are

told, has been rather hastily got up, but it is full of interesting matter, and has also plenty of jollity. Notable among the contents are some graceful verses, "The Message of the Sea," by Gordon Gun, formerly of Glasgow.—*Glasgow Herald*, July 12th, 1888.

Almost every trade nowadays has its trade organ, and some businesses are served by many papers. The latest addition to trade journalism is SEAFARING, a weekly penny paper, which had birth on the 7th inst. The name indicates the aim. What sailors are interested in, and need to know, is culled from all quarters, and brought within the columns of the new journal as succinctly as possible. The state of the labour market, the wages at a large number of well known ports, an hotel directory, a list of leading Sailors' Homes throughout the world, and postal information, form features of the "dry useful information" class, and there is also a collection of good literary matter to interest and instruct the sailor ashore or afloat.—*The Star*, July 17th, 1888.

Of the making and issuing of periodicals there appears to be no end. It is not often, however, that they break fresh ground. I have just looked through the first number of a clever, instructive, and amusing little paper with the original title—which is something in these days of general usedupedness—"SEAFARING, the organ of the seafaring class," published weekly, price one penny, at 150, Minories, London, E. In his initial leader, the editor says:—"SEAFARING is intended to advocate the interests of the seafaring class of this great maritime Empire. SEAFARING is in no way intended to set class against class. Should the occasion arise we shall be found at least as ready as most of our journalistic brethren to suffer in defence of the right. But the cause of the seafarers is not to be advanced by attacks on shipowners and officers. Where shipowners and officers are manifestly in the wrong, we shall not hesitate to say so. But neither shall we hesitate to point out where the seamen are wrong. . . . This journal will be as largely as possible written by hands which can wield a marlinspike as well as a pen." Ye mariners of Milford, Fishguard, Newport, and Cardigan, who live at home at ease, or tempt the dangers of the seas, "Awast there!" as Cap'en Cuttle would say, and out with the shot from your lockers to aid this trim little craft that has just been launched for the furtherance of your heroic calling.—*Haverfordwest and Milford Haven Telegraph*, July 18th, 1888.

I received, the other day, a copy of a new little weekly, called SEAFARING,

which is intended to appeal to all those "who go down to the sea in ships." This attractive publication is, I believe, the first English one of its kind, and it should become a necessity to the sailor, whether captain, ordinary seaman, or yachtsman. Much valuable information, otherwise unobtainable, is to be found in its pages, among which I notice tables of seamen's wages, lists of outward-bound vessels, sailors' homes, and the like. Some space is reserved for entertaining literature, and practical articles, written by seamen for seamen, are also included. There is a paper in America devoted to this class of readers, and I should think the seafarers of this infinitely greater maritime nation will welcome gladly so worthy an organ of their calling. I am told that already the paper is sailing well, so I have pleasure in bidding it "God-speed" and a prosperous voyage, which, I may add, I hope will be also a long one.—*Gossip*, July 21st, 1888.

THE BALLAD OF THE "DELIGHT."

We've heard o' stately Grevilles,
For there's praise i' singer's lips
For all such lucky devils
As die in goodly ships.
But who that knows the myst'ries
Of masts and decks and docks,
Hath e'er been told the hist'ries
Of men like William Cox?
A pinnacle he commanded
With "sakers" two or three,
And where the foe were banded
His tight *Delight* would be.
Ay, mark him dodge the galleons,
A-peppering so hot
The Spaniards' thronged battalions
With stinging cannon shot!
Lo, now he rakes the rowers
Atween the decks entrapped;
Lo, now a mast that towers
High over head is snapped!
'Twas in and out he steered, lads,
That day at Portland Bill.
He singed the Spaniard's beard, lads,
Like Drake himself, did Will.
And having wrought right bravely,
What time the night did fall,
He knelt him down so gravely
To thank the Lord of all.
And so—the Lord knew best, boys—
He perished then and there,
With hands crossed on his breast, boys,
And lips that moved in prayer;
For the Don, though pressed and scattered,
Shot one more round at night,
Which lit the deep, and shattered
A life and a heart's *Delight*.

YARNS.

VI.

A TALE OF TOSPY TURVEYDOM.

A village constable who drank, not wisely
but too well,
Was also rate collector in—'twere libel-
lous to tell—
Where all men in authority—'tis truth
inspires this song—
Were guilty of such practices as certainly
are wrong.
The constable offended, in a fashion
rather stale,
By sticking to the local rates, and so was
sent to gaol.
"Now," said he to the justices, "your sins
I will expose
Unless by reinstating me my mouth you
safely close."
And so they reinstated him, and largely
raised his pay,
That less temptation he might have again
to go astray.
As he composed the local force—it was a
merry whim.
Their superintendent of police they
designated him.
With gorgeous, golden buttoned coat, and
hat bedecked with lace,
And oaken staff they furnished him his
prestige to replace.
The souls of all the boys were filled with
trembling and with awe
When glorified in such a way this officer
they saw.
Most useful proved, to guide his steps, the
oaken staff he bore,
For now the superintendent drank more
deeply than before.
And little boys when he was drunk were
wont to scoff and rail,
Or collar him and take his keys and lock
him in his gaol!
So in a cool, secluded cell, oblivious of his
rank,
That superintendent often slept upon a
bed of plank.
And this went on for many a year till all
the county through
This shocking conduct of the boys a
public scandal grew;
"Our super," said the magistrates, "we
must and shall protect,
In order that authority be held in due
respect.
For 'tis a grave anomaly which all must
reprehend,
Our superintendent of police has none to
superintend
Except himself." Then up and spoke a
man who thought of pelf,
And said a superintendent ought to
superintend himself.
But this was voted personal 'mid cries of
"Put him out,"
And so the base suggestion was met with
jeer and flout.
And constables were then engaged quite
as a thing of course,
To raise the rates and scare the boys, and
constitute a force.
And so that superintendent gets gaily
drunk each night,
Instead of only once a week, and 'tis
a curious sight
To see him walking arm-in-arm two con-
stables between,
Defying all the truant boys with drunk
and pompous mien.
For naughty boys who venture now at
him to scoff and rail,
Instead of lodging him are lodged within
the local gaol.

ALL FOR A LASS.

VII.

I happened once to find myself in com-
pany with a number of nautical men of
several denominations, says "Seafarer" in
the *Daily Telegraph*. We were a very
grave and sober lot, talking without
noise, and smoking for the most part
with countenances rendered serious by
our willingness to listen to one another.
We were, indeed, a community of which
a description might very well deserve a
place amongst that list of odd clubs of
men which Oliver Goldsmith gives in one
of his essays. The conversation went
from one topic to another till it came to
our talking about the strange things
which happen to some men during their
lives. One of us said, "What the captain
would call a memorable thing happened
to a man I was once shipmates with. He
became mate of an Indiaman. He was
then about 25 years of age, one of the
handsomest seamen that ever
trod the deck of a ship. There was no
particular need for him to follow the sea,
for his father had died leaving him a few
thousand pounds upon which he could
very well have set up as a gentleman
ashore. But his heart was in his calling,
and his chief ambition was to command
such another fine vessel as he was mate
of. Well, I was third mate of the same
ship under him, and when I left her I
lost sight of him. It was about four
years afterwards that, going into a
London eating house for a plate of beef,
my eye was taken by a man sitting alone
at one of the tables. I looked, and he
looked, and then we both recognised each
other at once. He was the man who had
been the chief mate of the Indiaman that I
was third aboard of. He gave me a sailor's
grasp, and I sat down, and we fell to a
regular four stranded left-handed twister
all about old times. He was still the
same, handsome man whom I remembered,
with a pleasant look of happiness in his
eyes and the kind smile of a contented
heart. Whilst talking, in moving my
foot somewhat impetuously I struck
against what I conceived to be a leg of
the table; but, wondering that there
should be such a prop as this amidsthips,
I took a peep under the cloth, and was
surprised to find that it was my friend's
wooden leg I had kicked. I expressed
my concern, and asked him how so great
a misfortune as the loss of a leg had
happened to him. He smiled, whilst
something like a blush came into his face.
'I must tell you the truth, I suppose,'
said he, after a little reflection, during
which he continued to eye me with a half-
humorous, half-bashful expression. 'Three
years ago there was amongst our
passengers homeward bound one of the
most beautiful girls it was ever my for-
tune to see. I instantly fell in love with
her. She was an orphan, the daughter
of an officer who had held high rank, and,
having buried her father, was returning
to live with her aunt in a London
suburb. Physically, she was absolutely
faultless in everything saving her walk.
She moved but little, and when she did
so I observed that she had a peculiar
limp. I took this to be some affection
of the hip, and managed lover-like to find
a new charm in it, as one does in the lisp
of a sweet pair of lips or a faint cast in a
pair of beautiful eyes. The captain saw
how the land lay, and let me have my
way. I knew by a hundred signs long

before we were northward of the equator
in the Atlantic that she was in love with
me; but, all the same, she declined to
marry me. I thought there might be
pride in it, fear of connections, money or
some twopenny consideration of that kind,
but she would answer, no, no, no, to all
my questions on these heads, though she
strenuously refused to give me the real
reason of her declining my hand. We
arrived in the Thames, and she went
home. She gave me leave to visit her,
and the instant I could get clear of the
ship down I went to the address she had
furnished me with. Her aunt was a
particularly nice, sensible old lady, and I
took an opportunity of being alone with
her to speak to her about her niece, and
I begged her to tell me, if she could, the
motive the young lady had in refusing to
marry me, both of us being devoted to
each other. After some hesitation the
lady told me that her niece's reason for
not marrying was she had a wooden leg.
Here the speaker stopped. "Well?"
said some of us, impatiently. "Why!
can't you guess?" he exclaimed. "How
was my friend to keep such a sensitive
sweetheart as this in countenance except
by having one of his own legs taken off?"
"Gammon!" we shouted. But it's the
living truth, though. He could not find
a surgeon in this country to do it, and
was for studying medicine with a notion
of raising some sort of disease in his limb
that should oblige him to lose it without
imperilling his life. He went to Paris,
but he had to proceed as far as Italy
before he could meet with an operator
who was to be rendered willing by the
clink of dollars. Then, with a timber
leg upon him, he returned to his sweet-
heart, who, as any man may suppose that
has the slightest acquaintance with the
female heart, accepted him right away
off, and, as he told me, sitting at that
eating-house table, with a flourish of his
wooden shank, to let me see what a sturdy
sapling it was, he and his wife were the
happiest couple in the United Kingdom.
"A fool!" cried one of us. "Such a
fellow deserved a large family of wooden
legs." Whereupon we all fell silent
again, smoking soberly.

VIII.

THE SEA-KING'S BURIAL.

By THE MIDSHIPMITE'S MOTHER.

I, as his henchman served,
Well I of him deserved,
Never in danger swerved,
Never in fear.
So the old vow once made
I, to the word obeyed
When my lord, undismayed,
Knew death was near.

Oft he said, "Never rest
Shall visit valiant breast
In narrow coffin prest
Swathed in shroud,
Launch me some stormy night,
Clad brave in harness bright,
Swifter than eagle's flight.
Winds piping loud."

So when I, watching him,
Saw the eyes glazing dim,
Felt stiffen every limb,
Bore I him forth,
Clear twinkled myriad stars,
Sparkled his helmet's bars,
Clear shone on ancient scars,
Lights of the North.

Nigh to our home did float,
Waiting, that fatal boat.
Truly my breast I smote,
Thus, all alone.
Thus, launched the wounded king,
Forth to go wandering;
Would not each billow bring
His dying moan?

But I the vow had sworn—
I, in his household born,
Were I not worthy scorn
Now, did I shrink?
So then I laid him soft
On the deck trod so oft,
While keen and cold aloft
Did the stars blink.

Pushed I the boat from shore
With the great freight it bore,—
Pushed it, I could no more,
Traitor and craven.
Watched the white sails of snow
Forth in the midnight go,
Watched flapping to and fro
The mystic Raven!

Sudden the tempest grew—
Icy the north winds blew—
As though they also knew
Who sailed that night.
Shall he lack tears eno?
Salt tears on breast and brow?
Tears such as well I trow
Then dimmed my sight.

Watched I the dusky bark
Fade o'er the waters dark,
Long I it black did mark
White crests between;
Wild winds were sobbing sad,
Wild waves were leaping mad,
Wild voices shrieking glad
Of the Unseen!

Why did I leave my lord?
I, who at bed and board
Dear as his trusty sword,
Even till then?
Bided him close beside,
Why should e'en death divide
One he had loved and tried
Most of all men?

Ah! Hilda's eyes of blue
Had pierced me through and through,
Sweet cheeks of pearly hue—
Soft locks of gold.
So did he sail alone
Calm as a king of stone
In some crypt lying lone
Of minster old.

Now every night of storm
Leave I her claspings warm,
Looking to see a form
Cleave through the dark.
Sailing against the wind,
Clear cut and well defined,
Sparks trailing far behind
Yon little bark.

Think I the deck will bear,
Him clad in armour rare,
With his right hand made bare,
Beckoning to One;
One, on whose faithless breast
He should have sunk to rest—
One whom he loved the best
Under the sun.

But while I waiting stand,
Comes a warm, loving hand,
Leading with action bland,
Me towards home.
Back from that tott'ring cliff,
Leading me stark and stiff—
Ah! but that moment if—
She had not come!

ANOTHER GREAT LOG-RAFT.

Telegraphing, last Wednesday, from New York, a correspondent says:—Mr. Leary, who built the great log-raft last December, has repeated the experiment in a different form. Since February 300 men have been busy at Port Joggins, Nova Scotia, building a log-ship, lashing together huge timbers into a cigar-shaped mass somewhat resembling a vessel. It is 700ft. long, 65ft. wide, 38ft. deep, and contains 30,000 logs from 40ft. to 90ft. in length and 1ft. to 2ft. diameter, mostly pine and cedar. Seventy-five tons of steel-wire rope, 1½in. and 2in. thick, were used for lashing, together with stout saplings. The timber is valued at 50,000dol. It would require 100 schooners to transport the contents. The monster fabric has been ready for launching during the past three weeks, but the builders were awaiting the high tide which at that point on July 25th every year reaches a height of over 60ft. When it was at the highest point yesterday at noon over 100ft. of the raft were floating. Then at a given signal 100 heavy check-blocks were knocked away and the 20,000 tons of logs slid gracefully into the water. The largest and strongest tug in the neighbourhood was in readiness to make fast and towed them out into the bay. Two powerful tugs will be employed to tow this novel ship to New York city. It is thought that it will be under weigh in three days, and that with fair weather it will reach its destination in 10 days. One of the tugs would be sufficient for the task under ordinary circumstances, but in case of a storm a second tug will be at hand to avoid a repetition of the fate of the last raft. Owners of vessels will watch the project with interest, for if successful it will detract largely from their carrying trade.

THE TRAINING SHIP "SHAFTESBURY."—The annual distribution of prizes to deserving boys on board the *Shaftesbury* training ship, which is moored in the Thames off Grays, took place on Saturday in the presence of the Rev. J. R. Diggle, chairman of the School Board for London, and the following members of the Board:—Colonel L. Prendergast, General Moberley, the Rev. W. Jay, and Messrs. G. C. Whiteley, E. Bayley, T. F. Stonelake, and J. Endean. On the arrival of the visitors, the boys, who were assembled on the upper deck, where they underwent a short drill, and were marched round, descended to the school deck, where Colonel Prendergast took the chair, and Captain Scriven, the master of the ship, read his report, which stated that during the 10 years that the *Shaftesbury* had been used as a training ship 1,453 boys had been received, and there were now on board 334. The general health of the boys during the past year had been extremely good, except from a slight attack of scarlet fever. There were 16 cases in all, but these were removed at once and the spread of the fever stopped. It was thought that the fever was brought to the ship by a new boy. There had been one death by drowning of a boy who, at 5 a.m. on June 20th, was attempting to bathe, against orders, and was carried away by the current. The conduct of the boys had been very good; there had been fewer offences than formerly; and those principally of a trivial character. The report of the inspector of the school, which was embodied in Captain Scriven's report, was also of a favourable character.—Colonel Prendergast then introduced Lord Norton, who had undertaken to distribute the prizes, and who, he said, had special knowledge of the work in which they were engaged, he having been Vice-President of the Committee of Council on Education, and it was only within the last few weeks that his labours had ceased on the Royal Commission which had been occupied with the whole question of education.—Lord Norton said it gave him great pleasure to come there and present the prizes. They saw in that ship as perfect discipline as they saw in any department of the public service, and he congratulated the boys on having the good fortune to be on board the ship and receiving such good tuition. He then presented the prizes, and the proceedings were brought to a close by a vote of thanks to his lordship, moved by the Rev. J. R. Diggle, and seconded by Mr. G. C. Whiteley.

SAILORS' HOMES

ARE ESTABLISHED AT

A MSTERDAM.
B ELFAST.
B OMBAY.
B OSTON.
B RISTOL.
C ALCUTTA.
C ALLAO.
C ARDIFF.
C ORK.
D EVONPORT.
D OVER.
D UBLIN.
D UNDEE.
F ALMOUTH.
G LASGOW.
G LOUCESTER.
G RAVESSEND.
G GREAT YARMOUTH.
G REENOCK.
H ALIFAX, NOVA SCOTIA.
H AMBURG.
H AVRE.
H HOLYHEAD.
H ONG-KONG.
H ONOLULU.
H ULL.
L EITH.
L IVERPOOL.
L LONDON (Well-street and Dock-street)
L LOWESTOFT.
M ADRAS.
M ARSEILLES.
M ELBOURNE.
M ILFORD.
N EW YORK.
N ORTH SHIELDS.
P LYMOUTH.
P ORTSMOUTH.
Q UENSTOWN.
R AMSGATE.
R OTTERDAM.
S T. JOHN'S, NEW BRUNSWICK.
S T. JOHN'S, NEWFOUNDLAND.
S AN FRANCISCO.
S HANGHAI.
S OUTHAMPTON.
S TORNOWAY.
S UNDERLAND.
S WANSEA.
S YDNEY.
V ICTORIA, VANCOUVER'S I.

IN THE DOG WATCH.

BY ALL HANDS.

Some wise words fell from Viscount Sidmouth in distributing the prizes to the naval cadets on board the *Britannia* at Dartmouth, the other day, to the effect that it was of vital importance to the country that the British navy should be pre-eminently the greatest navy in the world. Upon the stability, efficiency, and the maintenance of discipline in the navy depended the future of England. Alluding to the Armada Tercentenary celebration being held in the West of England, his lordship added less wisely and truthfully that it was the strong sense of duty and discipline then prevailing in the navy that enabled them to overthrow the Spanish fleet and win such a glorious victory. Seamanship and pluck, his lordship might also have added, had something to do with the result.

"It was the men and not the ships that won battles at sea," said Mr. Ashmead Bartlett, M.P., in his recent speech on the occasion of the distribution of prizes to the pupils of the Greenwich Royal Hospital School, and there he spoke wisely. If all M.P.'s would bear this in mind and act upon it, the nation would be the gainer in the long run.

"A Friend of Seafaring" writes from Belfast:—"Accidents will happen in the best regulated firms, as well as in the best regulated families. We Belfast folks were all very proud of the *Star of Greece*, and the Corry constellation of stars which she belonged to. Alas, this good ship, which made the fastest voyage on record to Calcutta, is no more. As the *Belfast News Letter* says:—

The vessel was then under the command of Captain Shaw—a Belfast man—but latterly her management was entrusted to Captain Harrower, who had a crew of 25 men. This officer, as well as the next in command, who, it is stated, belongs to Donaghadee, have been lost. It is well-known that in the Corry constellation there are 12 'stars'—a fleet of magnificent iron sailing-ships, and it has been a subject of remark for many years past, the immunity from accident with which their passages have been marked. The vessels of this line have always been engaged in the foreign trade, and whatever port they entered they have reflected credit on the owners and the shipping trade of Belfast."

The "immunity from accident" which the Stars have enjoyed renders the loss of one of them all the more notable, and for that reason alone it is not strange that Belfast should have been stirred by the disaster referred to.

A learned German doctor writes to us:—"A steward aboard ship does not like to be called a 'waiter,' neither is his mind prepared to think of a porthole when that aperture is called a 'window.' These reflections occurred to a quondam passenger on board the steamer plying between Southampton and Havre. The facts of the case were simple. At the breakfast in the main cabin a lady was sitting with her back turned towards an open porthole, through which a rather strong draught blew in. She said, in a general way across the table, 'I wish the waiter would shut that window.' The steward, who was waiting close to her, had no ear for the remark. The passenger opposite to the lady came to the rescue, and sang out, 'Steward, please shut that porthole!' Immediately the thing was done."

WHAT will foolhardy people be up to next? Just read this from the *Daily News* of Thursday:—

"Mr. F. W. Brearey, hon. secretary of the Aeronautical Society of Great Britain, writes to us from Maidenstone Hill, Blackheath: 'I see by advertisement that a Mr. Baldwin proposes to jump from a balloon when at the height of 1,000 feet, and after a fall of 100 feet to open a parachute, so as to check him in his further progress earthward. The foolhardy man almost deserves what he will get, but the one remaining in the balloon will be almost as much in danger. It is Cocking over again, but in an exaggerated form. In that case, Green supplied himself with a bag of atmospheric air, which, after Cocking's liberation, he breathed, or he would have been suffocated with the gas which he was obliged to allow freely to escape, in order to counter-balance the sudden liberation of so much weight, by which otherwise the balloon would have burst. Unless in the present case some such provision be made, both may come to grief. In a really promising experiment, a man might advantageously lose his life, but in this instance I protest its inutility.'"

Most people will, we should think, feel inclined to join in the protest.

On the subject of consular fees in China "Master" thus writes to a contemporary:—

"Is the Consul in Tamsui right in charging me his fees twice because my vessel was in Keelung Formosa, after having cleared at Customs? The weather was very rough, and there was only one pilot in the port, who could not take my ship out on account of the weather, but after lying two days the Customs came for my papers, which I gave them. When I wanted them, they demanded the consular fees again, which I objected to, but had to pay to get the papers. The head of Customs staff at Keelung is also agent for Consul in Tamsui. I wrote the Consul in Tamsui to refund me the fees, but have not got same. It is very strange that they never charge in other ports."

In reply "Master" is informed that the Consul would be empowered to charge fees on each separate transaction. If that be so it is a fact worth knowing.

MANY readers of SEAFARING are no doubt interested in the affairs of the Royal Liver Friendly Society, which is the largest collecting friendly society in existence. The annual delegate meeting was held on Wednesday last at the head offices in Liverpool, 110 delegates from all parts of the country being present. Mr. James Pearson, the chairman of the committee of management, presided, and the Hon. Lyulph Stanley and Dr. Clark, M.P., two of the trustees of the society, addressed the meeting, expressing their satisfaction at the adoption of the delegates system, at the character and extent of the reforms and economies of the new Committee of Management, and at the general position and prospects of the society. The report and accounts, which showed that the society now numbers over 1,200,000 members, and is also making good financial progress, were unanimously adopted.

Several notices had been given of amendments to the rules, but it was decided that they could only be discussed at a special meeting summoned for the purpose. After some discussion, it was resolved to appoint a committee of 10 delegates to consult with the Committee of Management on the amendment of the rules, and to report to this meeting, which was adjourned for the purpose to the third Wednesday in March next. The Delegates Committee is as follows:—

Messrs. Evington (Hull), Templeton (Glasgow), Clayton (Sheffield), Westall (Manchester), Flynn (Belfast), Birch (London), Skevington (Birmingham), Barratt (Bolton), Lewis (Tredegar), and O'Shea (Cork).

JACK ASHORE.

THE JUDGMENT OF PARIS.

'Tis my very last shilling,
Left shining alone,
All its scanty companions
Are vanished and flown.
Much coin of its kindred
And riches are nigh,
But as they're not mine
They suggest but a sigh.

Oh, what shall I do with
This int'resting coin,
Ere the fate of its vanished
Companions it join?
For an income that's handsome
A woman would burn
With ardent affection:
A shilling she'd spurn.

'Tis true it could found me
A savings' bank store,
And perhaps I might some day
Accumulate more;
But to save disappointment,
From hope I must shrink,
And so I'll invest it
In something to drink.

At the Essex Assizes at Chelmsford, on Wednesday, George Sargeant, 29, was indicted for the wilful murder of his wife, Anne Sargeant, at Wakes Colne, near Halstead, Essex. The prisoner had been a navvy on the Great Eastern Railway, but was dismissed, and then turned poacher. He behaved in such a brutal way to his wife that she left him and went to live with her father and mother at a neighbouring farmhouse. He was often heard to threaten her if she did not return. Early on the morning of July 17th he went to the farmhouse, and struck at her behind the right ear with a clasp-knife, and, in spite of the courageous interference of her mother and sister, almost severed her head from her body. He was found guilty, and sentenced to death.

A MEETING of the members of the British Shipmasters' and Officers' Life Assurance Association was held at Sunderland on June 23rd. Captain W. Hall presided. The secretary submitted his balance-sheet for the ninth call from November 21st last to July 9th. It showed that from the eighth call a sum of £34 2s. had been brought forward. The ninth call amounted to £201, or a total income of £235 2s. Five claims of £40 each in respect of deceased members had been paid, and some ordinary charges raised the expenditure to £208 7s. The balance in the bank was thus £26 15s. The secretary said he was glad to be able to announce an increase of members during the past call, which would enable the directors to recommend to the meeting that the sum to be paid to the widow of a deceased member be increased to £45. He urged all the members of the association to try to induce their friends (who were in the Protection Society) to join, and thus increase from time to time the amount paid on the death of a member. On the motion of Captain White, seconded by Captain Lumsden, the balance-sheet was adopted. The Chairman moved the confirmation of the following resolution, passed on December 1st last:—"That from the date on which the call is issued 30 days will be allowed in which to pay the same. Should any member whose call has not been paid die after the 30 days have elapsed, then the relatives of such deceased member will not receive any benefit from the association. Any member, however, finding that the 30 days have elapsed and his call has not been paid, may forward the 10s., and, on receipt of the same, he will be entitled to benefit at once."—The limited time for payment appeared to be sufficient, and Captain Lumsden having seconded the motion, it was agreed to.

SEAFARING WAGES.

[FROM OUR OWN CORRESPONDENTS.]

LONDON.—The rates here are :—

MEDITERRANEAN AND CONTINENT :—

A.B.	£3 10s.	per month.
Firemen	£3 15s.	"
A.B.	£1 5s. to £1 8s.	per week.
Firemen	£1 5s. to £1 8s.	"

NEW YORK :—

A.B.	£3 0s.	per month.
Firemen	£3 15s.	"
Trimmers	£3 5s.	"

CAPE OF GOOD HOPE and NATAL :—

A.B.	£3 10s.	per month.
Firemen	£4 0s.	"

AUSTRALIA :—

A.B.	£3 10s.	per month.
Firemen	£3 15s.	"

CHINA and INDIA :—

A.B.	£3 10s.	per month.
Firemen	£3 15s. and £4	"

SAILING SHIPS (to all parts of the World).

A.B.	£2 10s.	per month.
O.S.	£1 10s. to £2	"

LIVERPOOL :—The following are the rates ruling here for the places named :—

	Steamers.	Sailing Ships.
Calcutta, East Indies	3 0 0 Sailors	} 2 10 0
Australia, South Africa	3 10 0 Firemen	
China, Brazil	2 15 0 Seamen	
West Indies	3 10 0 Firemen	
United States and Canada	3 10 0 Seamen	For Cargo Boats
"	4 0 0 Firemen	
"	4 0 0 Seamen	} Mail Boats
"	4 10 0 Firemen	
Mediterranean	3 0 0 Seamen	
"	3 10 0 Firemen	
Baltic	3 5 0 Seamen	
"	3 15 0 Firemen	
San Francisco, Valparaiso, S. America, Oregon		2 10 0
St. John, N.B.		2 10 0
West Africa	2 10 0 Seamen	
"	3 0 0 Trimmers	
"	3 10 0 Firemen	
Galveston	3 5 0 Seamen	
"	3 15 0 Firemen	
Valparaiso	3 0 0 Seamen	Pacific Co.'s
"	4 0 0 Firemen	Mail Steamers.
Cape de Verdes	3 0 0 Seamen	
"	3 15 0 Firemen	

LEITH :—The wages here are :—

Steamers, home and foreign, Seamen £3 10s., Firemen £3 15s.—Sailing ships, Seamen £2 10s. to £2 15s. for southward.

BELFAST :—The wages here are :—

Sailing ships to Quebec, £3 and £2 15s. per month, with one month's advance. To Rio de Janeiro via Cardiff, £2 10s., with half month's advance. Steam, seamen £3; steam, firemen, £3 10s.; steam (weekly boats), seamen, £1 4s. to £1 8s.; firemen £1 8s. to £1 12s.

PLYMOUTH :—The wages of seamen here are :—

To Quebec, £3 per month. On the coast £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

SUNDERLAND :—The rates here are :—

Steamers, £3 15s. Od. Seamen. Steamers, £4 Firemen.

S. SHIELDS :—Wages here :—

Steamers, £3 10s. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Od. Seamen; weekly wages, £1 8s. Od. Seamen (finding own food).

NEWCASTLE-ON-TYNE :—Wages :—

Steamers, £3 10s. Od. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Od. Seamen; weekly wages, £1 8s. Od. Seamen (finding own food).

HULL :—Wages here :—

Steamers, £3 to £3 5s. Seamen.—Sailing Ships, £2 10s. Seamen.

DUBLIN :—The rate of wages in this port is as follows :—

Deep sea voyages, £2 10s. per month, with usual allotment.

Channel steamers from 25s. to 27s. per week.

Runners to Cardiff or Newport: sailing, £2 10s.; towing, £2.

Liverpool, 25s., either towing or sailing. London, £5 sailing, £4 towing.

BRISTOL.—The rates here are :—

	Per Month	£	s.	d.
Sailing ships for Able Seamen	2 15 0			
Sailing ships for Ordinary Seamen	2 0 0			
Steam ships for Able Seamen	3 10 0			
Steam ships for Firemen	4 0 0			

THE NAVAL MANŒUVRES.

The following official notice has been issued from the Admiralty :—"In the forthcoming naval manœuvres two fleets have been provided—one, A, consisting of 13 armoured vessels, 11 cruisers, two torpedo gunboats, and 12 first-class torpedo boats; B, consisting of nine armoured vessels, eight cruisers, two torpedo gunboats, and 12 first-class torpedo boats. A is the British fleet; B the hostile fleet. General Idea of the Operations.—A maritime nation, with whom hostilities are imminent, prepares two squadrons in two ports some distance apart, ready to commence operations the moment war is declared, but before their preparation had been completed war breaks out and a blockade of both ports is established. The blockaded squadrons endeavour to escape, and, should they succeed in doing so, the objects which they will endeavour to carry out are—1. To do as much damage as possible to British commerce within certain limits. 2. To attack under certain conditions any of the ports of Great Britain. 3. To attempt to land troops under certain conditions on any unfortified position on these coasts. The object of the admiral in command of the A fleet will be to endeavour to frustrate these objects. Coal has been provided in certain ports for the fleets, and in addition each fleet is accompanied by a steam collier containing 3,000 tons of coal. It is not intended that these operations shall comprise the concentration of large bodies of troops at a point on the coast for the purpose of exercising the crews in the rapid landing and embarking of men and stores. Hospital ships will not be attached to the fleet, as this (considering the somewhat limited area of the operations and the vicinity of ports) is not necessary. No special intelligence ships are to be attached to the fleet, as each Admiral has the means of rapid communication by means of the fast vessels attached to his fleet."

THE trial trip of the ironclad *Chesma* on the Black Sea has given most satisfactory results. The *Sinop*, another ironclad, is being built at Sebastopol. When the last-named vessel is ready for sea Russia will have three first-class ironclads on the Black Sea—namely, the *Sinop*, the *Catherine II.*, and the *Chesma*. The ironclad *Nicholas I.* will be launched from the Franco-Russian wharf in September next.

WITH the object of reducing the danger of explosions of gas in the bunkers of her Majesty's ships, the Admiralty have issued new rules for the government of the Steam Reserves. According to these, directly after the coaling of a ship is finished, the engineer officer is to see that the coal shoots are quite clear of coal. Coal should not be taken on board wet, as moisture sometimes causes a rapid and dangerous generation of heat and gas. While the decks are being washed after coaling the close bunker covers are to be replaced to prevent water passing into the bunkers, and the coal should always be kept as dry as possible. The ventilating pipes to bunkers, when so fitted, should be kept clear. No light, except in a safety lamp, is to be used inside the coal bunkers until it has been ascertained that they do not contain explosive gas; and special precautions in this respect are to be taken for a few days after coaling. Where coal bunkers are not provided with permanent ventilating fittings, the lids are to be taken off twice a week, and kept off at least 10 hours during the week. Every precaution is to be taken to ventilate such bunkers before men are sent to work in them. In order to render the ventilation efficient there must be at least two openings—one for the admission of pure air, and the other for the escape of foul air—and, where the two permanent ventilating fittings do not include both, the bunker lids are to be taken off periodically.

HOTEL DIRECTORY.

ABERDEEN.—ADELPHI HOTEL, Adelphi-court, Union-street. Comfort and moderate charges.

BATH.—YORK HOUSE FAMILY HOTEL. Established 1765. First-class Establishment, with numerous suites of elegant Apartments for Families and Gentlemen. Tariff revised and moderate.

E. ASHCROFT, Proprietress.
And at St. Vincent's Rocks Hotel, Clifton.

BATH.—WALDRON'S PRIVATE HOTEL, 2, Queen's-square. Comfortable suites of rooms for large or small families.

BIRMINGHAM.—GREAT WESTERN HOTEL. First-class accommodation for Families and Commercial Gentlemen at moderate rates. Centrally situated, and replete with every comfort. Night Porter. Stock Rooms.

T. J. CHAPMAN, Manager.

BIRMINGHAM.—ALBION HOTEL, Family and Commercial, Edmund-street and Livery-street, opposite Great Western Station. Moderate charges. Night Porter.

JOHN NUTT, Proprietor

(late North Western Hotel, Stafford).
BRIGHTON.—HAXELL'S MARINE HOTEL. By a cash system originated here, Visitors can estimate their expenses to a shilling per diem. Visitors en pension 10s. 6d. daily; no extras whatever; most liberal board and charming rooms. To Visitors, not en pension, Apartments, 2s. 6d. Drawing Room and Bedroom, en suite, 8s. 6d.; 10s. 6d., 12s. 6d. per day; breakfast, 1s. 6d.; luncheons, 1s. 6d.; dinner from 2s. 6d.; service, 1s. 6d. The Hotel is conducted with the same liberality and attention to detail that has rendered his London Establishment so popular.

E. NELSON HAXELL, Proprietor.

BRISTOL.—VICTORIA HOTEL, Family and Commercial, Temple Gate, nearly opposite to and within three minutes' walk of the Great Western and Midland Terminus. Open for the Night Mail.

F. BAILEY, Manager.

BRISTOL.—GRAND HOTEL, Broad-street, Bristol. Centrally situated. Spacious Coffee, Commercial, Billiard, and Stock Rooms. First-class cuisine and every home comfort. Omnibus meets trains. Charges strictly moderate.

T. WESTWORTH, Manager.

BRISTOL.—CLIFTON DOWN FAMILY HOTEL. Facing the Suspension Bridge, Clifton. For Families and Gentlemen.

HARRY F. BARTON, Manager.

CARDIFF.—PARK HOTEL. Now open for the reception of Visitors; 150 luxuriously furnished Rooms. "Everything that can tend to increase the comfort of the occupants has been carefully studied. Throughout the Hotel the most minute attention has been paid to sanitary matters. An air of refinement and elegance pervades everything everywhere. The most complete arrangements have been also made in the matter of Stock Rooms and Baggage Rooms for the convenience of Commercial Gentlemen."—*Vide Public Press*. Moderate tariff.

GEORGE W. CLARE, Manager.

DIEPPE.—GRAND HOTEL. Facing the Sea. First-class Family House. Price en pension from 10 francs a day.

G. DUCONDERT, Proprietor.

DOVER.—DIVER'S CASTLE HOTEL, close to railway stations and Admiralty Pier, whence steamers depart. Facing Sea. Good views. Moderate charges. Best attention. Telegraph or write.

HASTINGS.—QUEEN'S HOTEL. Delightfully situated on Carlisle Parade. South aspect, facing the Sea. Redecorated. Contains elegant suites of Apartments and single Rooms. The largest and most handsomely furnished Public Rooms in Hastings and St. Leonards. Hydraulic Passenger Lift. Electric Light. Table d'Hôte at Seven. Separate tables. Tariff on application to

WILLIAM GLADE, Manager.

ISLE OF WIGHT.—ROYAL PIER HOTEL, Sandown. Unrivalled spot for sea bathing, boating, fishing, &c. Magnificent Sea View from all Public Rooms, Sitting Rooms, and principal Bedrooms.

LIVERPOOL.—SHAFTESBURY TEMPERANCE HOTEL, Mount Pleasant. Three minutes' walk from stations. Containing over 100 rooms. Excellent accommodation for Families and Commercial Men. Charges moderate. Night Porter. Bed and attendance from 2s. 6d.

LIVERPOOL.—CREWE'S HOTEL, 88 and 90, Duke-street. Established 1840. Single Bedroom, 2s. Meat Breakfast, 1s. 6d. Table d'Hôte daily; three courses. Plain Tea and Toast, 1s. No attendance charges. Smoke Rooms, Bass's Beer, &c.

OUTWARD BOUND.

FROM LONDON.		
To	Ship.	Dock.
Aalborg	Alf Gibb's, WF	
Adelaide	Maulesden, SWID	
Algoa Bay	Madras, SWID	
Algoa Bay	Annie Main, SWID	
Auckland	Zealandia, EID	
Barbadoes, &c	Derwent (s), RVD	
Barbadoes	Abeja—Ohlendorf's Wharf	
Baroum, &c	Odessa (s), MD	
Bermuda	Lizzie R. Wilce, WID	
Bermuda	Nelson Hewertson, LD	
Bermuda	Sir G. F. Seymour, WID	
Bombay, &c	Clyde (s), RAD	
Boston	Borderer (s), RVD	
Brisbane	Duneraig, SWID	
Brisbane	Kingdom of Sweden, EID	
Brisbane, &c	Merkara (s), RAD	
Buenos Ayres	Mohican, LD	
Buenos Ayres	Ranavola, LD	
Cadiz, &c	Gibraltar (s), LD	
Cairns (Queensland)	New Zealand, EID	
Calcutta	Bann, EID	
Calcutta, &c	Bengal (s), RAD	
Calcutta, &c	Kaisar-i-Hind (s), RAD	
Calcutta	Navarino (s), RAD	
Calcutta	Roma (s), RAD	
Canterbury	Mataura, SWID	
Canterbury	Wellington, EID	
Cape Town	Astoria, SWID	
Cape Town	Bonington (s), SWID	
Christiania	Albano (s), MD	
Constantinople, &c	Electra (s), WID	
Dantzic	Brunette (s), Union Tier	
Dantzic	Ida (s), Union Tier	
Demerara, &c	Ituni (s), WID	
Fiume, &c	Zaire (s), MD	
Gothenburg	Bele (s), MD	
Halifax	Mackay-Bennett (s), VD	
Halifax, &c	Damara (s), VD	
Hobart	Lufra, LD	
Ibrail, &c	Octa (s), MD	
Ibrail, &c	Sam Weller (s), MD	
Konigsberg, &c	Kasan (s), MD	
Launceston	Westbury, WID	
Lyttelton, &c	Selembrina (s), SWID	
Mauritius	Trossachs, LD	
Melbourne	Carlisle Castle, EID	
Melbourne	Ellora, SWID	
Melbourne	Hesperus, SWID	
Melbourne	Ivanhoe, SWID	
Melbourne	Mac Cullum More, SWID	
Melbourne	Rosdhu, EID	
Melbourne	Royal Alexandra, EID	
Melbourne	Sobraon, EID	
Montevideo	Buffon (s), RAD	
Montevideo, &c	Westbourne (s), VD	
Nelson	Asterion, EID	
Newcastle (NSW)	Callao, VD	
New Orleans	Erl King (s), VD	
New York	Athlon, Northfleet	
New York	Avoca, Grnwh Bys	
New York	France (s), RAD	
New York	Landskrona, Folly House Buoys	
New York	Magnhild, Northfleet	
New York	Nimbus, Thameshaven	
New York	Tower Hill (s), RAD	
New York	Violet, Northfleet	
New York	Helvetia (s), RAD	
Otago	Canterbury, EID	
Otago	Waipa, SWID	
Palermo, &c	Roxana (s), LD	
Pernambuco	Margarethe, WID	
Port Natal	Salado, St K	
Port Natal	Umtata (s), LD	
Port Natal	Matabele (s), LD	
Port Natal	Gazelle, LD	
Rangoon	Baron Clyde (s), VD	
Riachuelo	Christina, WID	
Riga	Leo (s), MD	
Rio Janeiro	Elida, WID	
Rio Janeiro	Hipparchus (s), RVD	
Rockhampton	Willowbank, EID	
Rosario, &c	Plimsoll, WID	
Rosario	Genera, VD	
St. John's (NF)	Sunbeam (s), LD	
St Kitts, &c	Salerno (s), LD	
St Petersburg	Dwina (s), MD	
Santos	Jacob Aal, VD	
Shanghai, &c	Glengyle (s), SWID	
Shanghai, &c	Verona (s), RAD	
Singapore, &c	Seine (s), E Greenwich	
Stettin	Stockholm (s), MD	
Stockholm, &c	Presto (s), MD	
Sydney	Merope, VD	
Sydney	Rodney, EID	
Sydney	Shenir, EID	
Sydney	Skelmorlie	
Sydney	Torridon, EID	
Sydney, &c	Britannia (s), RAD	
Sydney, &c	Gulf of Venice (s), VD	
Sydney, &c	Lurline, EID	

Sydney, &c—Orizaba (s), TD
 Sydney—Rosetta (s), RAD
 Sydney, &c—Riverina (s), SWID
 Taganrog, &c—Ben Nevis (s), VD
 Townsville—Lady Douglas, EID
 Warrnambool—Abbey Town, MD
 Wellington—Invercargill, EID
 Wellington—Orari, SWID
 Wellington, &c—Doric (s), RAD
 Wellington, &c—Kaikoura (s), RAD
 Yokohama, &c—Euphrates (s), SWID

FROM LIVERPOOL.

To	Ship.	Dock.
Acapulco, &c	Castle Holme, WpgD	
Adelaide	Castle Holme, WpgD	
Africa (WC)	Volta (s), CobD	
Alexandria, &c	Plantain (s), WelD	
Alexandria	Lesbian (s), HknD	
Alma (NB)	Howard A Turner, CrsD	
Astoria, &c	Archer, WD	
Bahia	Donati (s), HknD	
Bahia Blanca	W W Lloyd, AD	
Barbadoes, &c	Californian (s), SdnD	
Barbadoes, &c	West Indian (s), SdnD	
Bombay	Eden Hall (s), BkdD	
Boston	Bothnia (s), AlxD	
Boston	Catalonia (s), AlxD	
Boston	Iowa (s), AlxD	
Brisbane	Sabrina, SD	
Brisbane	South Glen, SD	
Buenos Ayres	Elena, StD	
Buenos Ayres	Haakon Haakonsen, GtnD	
Buenos Ayres	O'Kohan, PD	
Buenos Ayres, &c	Thales (s), HknD	
Calcutta	Ardencaple, BkdD	
Calcutta	City of Edinburgh (s), MphD	
Calcutta	Glengarry, HarD	
Calcutta, &c	Clan Macgregor (s), MphD	
Callao	Phonozia, BkdD	
Callao	Theodore (late County of Argyle), BkdD	
Ceara	Bernard (s), BD	
Ceara, &c	Augustine (s), BkdD	
Chittagong	Berkshire, BkdD	
Colon, &c	Andean (s), SdnD	
Constantinople, &c	Mareotis (s), HknD	
Constantinople, &c	Pharos (s), HknD	
Constantinople, &c	Cherbourg (s), HknD	
Copenhagen, &c	Tuscany (s), B-MD	
Coquimbo, &c	Beechdale, SD	
Cruft	Frutera (s), GtnD	
Demerara	Moy, BkdD	
Elsinore	Anne, GtnD	
Ensenada	Fri, GtnD	
Glasgow (NS)	Ranee, GtnD	
Guayaquil	Pacific, PD	
Halifax	Doone, GtnD	
Halifax	Fortuna, GtnD	
Halifax	Westerbotten, GtnD	
Havana, &c	Guido (s), HknD	
Ibrail, &c	Roumelia (s), WelD	
Iceland	Hermud, KD	
Iquique	Birmah, B-MD	
Iquique	Clan Grant, B-MD	
Iquique	Ellenbank, B-MD	
Iquique	General Picton, GtnD	
Jacobstadt	Europa, CanD	
Java	Medea, PD	
Kallundborg	Ture, PD	
Kurrachee	Branksome Hall (s), MphD	
Lima	Arango, PD	
Lima	Keir, BkdD	
Lisbon, &c	Oporto (s), HknD	
Manila, &c	Santo Domingo (s), HknD	
Mauritius	Golden Fleece, PD	
Melbourne, &c	Dynomene, WD	
Melbourne, &c	Scottish Hills—D	
Miramichi	Mizpah, CanD	
Montevideo, &c	Baron Belhaven, HknD	
Montevideo, &c	Borghese (s), WelD	
Montevideo, &c	Caxton (s), HknD	
Montevideo, &c	Garrick (s), HknD	
Montevideo, &c	Heraclides (s), WelD	
Montevideo, &c	Scilly (s), WelD	
New Orleans	Explorer (s), BD	
New York	Egypt (s), AlxD	
New York	Hafis (s), BkdD	
New York	St. Ronans (s), LtnD	
New York	Servia (s), AlxD	
New York	Truro, HknD	
New York	Wyoming (s), AlxD	
Newfairwater, &c	Black Sea (s), GtnD	
Nykjobing	Fram (s), WpgD	
Oporto	Cintra (s), SdnD	
Palermo, &c	Zaripa (s), WelD	
Panama	Brandon, SdnD	
Para	Hindoostan, PD	
Para	Sobralense (s), BD	
Pelotas	Anne Charlotte, PD	
Pernambuco, &c	Mariner (s), BD	
Philadelphia	Ohio (s), LtnD	
Pomaron	Camma, GtnD	

Port Natal—Montrose, GtnD
 Port Natal—Therese, PD
 Porto Rico, &c—Emiliano (s), HknD
 Quebec, &c—Lake Nepigon (s), AlxD
 Quebec, &c—Montreal (s), AlxD
 Quebec, &c—Polynesian (s), AlxD
 Riachuelo—Marie and Kathe, CngD
 Riachuelo—Mary Mark, PD
 Richibucto—Fortuna, StD
 Richibucto—Ossuna, CrsD
 Riga, &c—Neva (s)
 Rio Grande do Sul—Johanne, PD
 Rio Grande do Sul—Annothyle, E-MD
 Rio Janeiro—Ptolemy (s), HknD
 Rio Janeiro, &c—Laplace (s), HknD
 Rosario—Fram, PD
 Rosario—Kjartan, PD
 St John (NB)—Lizzie Wright, GtnD
 St Lucia—J. H. Henkes, B-MD
 Sandheads—Sudbourn, QD
 San Francisco—Charles Cotesworth, SD
 San Francisco—City of Florence, SD
 San Francisco—Gerard C. Tobey, HarD
 San Francisco—Glenmorag, AfdD
 San Francisco—Richard Wagner, HarD
 San Francisco—Thomas M Reed, B-MD
 Santos—Gilead, PD
 Seville, &c—Miguel Saenz (s), QD
 Shanghai—Achilles (s), MphD
 Shanghai, &c—Menelaus (s), MphD
 Shanghai, &c—Prometheus (s), MphD
 Stockholm—Juno (s), GtnD
 Sydney—Carleton, WpgD
 Talcahuano—Gallovian, PD
 Tarragona, &c—Colon (s), QD
 Tarragona, &c—Elvira (s), CobD
 Tarragona, &c—Francoli (s), CobD
 Tarragona, &c—Sofia (s), CobD
 Tarragona, &c—Tajo (s), CobD
 Tarragona, &c—Tintore (s), CobD
 Trinidad, &c—British Peer, PD
 Valparaiso—Bessie Jose, B-MD
 Valparaiso—Golden Gate, SD
 Valparaiso, &c—Aconcaqua (s), MphD
 Venice, &c—Algerian (s), HknD
 Wyburg—Minerva, GtnD

FROM GLASGOW.

To	Ship.	Size.
Adelaide	Anoy, 994	
Barcelona	Shadwan (s), 993	
Bilbao	Edward Williams (s), 470	
Bombay, &c	Arabia (s), 2315	
Bombay, &c	City of Carthage (s), 1717	
Bombay, &c	Clan Munroe (s), 1437	
Bombay, &c	Clan Sinclair (s), 1912	
Boston	Phonician (s), 1552	
Brisbane	Durisdere, 989	
Brisbane	Linlithgowshire, 1357	
Brisbane	Peebles-shire, 865	
Calcutta	City of Oxford (s), 2573	
Calcutta	Clan Buchanan (s), 1913	
Calcutta	Clan Drummond (s), 1904	
Calcutta	Nubia (s), 2319	
Calcutta	Roumania (s), 2207	
Cape Town	Clan Lamont (s), 1354	
Cape Town, &c	Clan Ranald (s), 1339	
Constantinople, &c	General Gordon (s), 823	
Demerara, &c	Cipero (s), 1419	
Dunedin	Helen Denny, 728	
Gothenburg	Greata (s), 304	
Guayaquil	Breiz Izel, 388	
Havana, &c	Ardanban (s), 741	
Jamaica	Deak (s), 992	
Kurrachee, &c	Europa (s), 2300	
Malta	Stefanie (s), 855	
Melbourne	Loch Etive, 1235	
Melbourne	Loch Long, 1200	
Melbourne	Loch Rannoch, 1200	
Melbourne	Tinto Hill, 2066	
Montevideo	Montevidean (s), 2700	
Montreal	Corean (s), 2259	
New York	Ethiopia (s), 2604	
New York	Anchoria (s), 2713	
New York	State of Georgia (s), 1507	
New York	State of Nebraska (s), 2577	
New York	State of Nevada (s), 1572	
Oporto, &c	City of Lisbon (s), 389	
Oporto	Ivanhoe (s), 599	
Philadelphia	Prussian (s), 1940	
Philadelphia	Scandinavian (s), 1967	
Quebec, &c	Circe (s), 1559	
Quebec, &c	Colina (s), 1297	
Quebec, &c	Concordia (s), 1617	
Rangoon	Amarapoor (s), 2517	
Rangoon	Tenasserim (s), 1755	
San Francisco	City of Hankow, 1249	
San Francisco	Thornliebank, 1405	
Santander, &c	Ivanhoe (s), 599	
Sydney	Corryvreckan, 1299	
Sydney	Firth of Cromarty, 1450	
Sydney	Pass of Balmaha, 1500	
Sydney, &c	Buteshire, 1900	
Valparaiso	Esmeralda, 730	
Victoria (BC)	Islander (s), 1600	

FROM CARDIFF.

To.	Ship.	Size.
Aarhus	Lucero (s)	947
Aden	Crathorne (s)	1810
Aden	Lisnacrieve (s)	1831
Algoa Bay	Royal Tar, 717	
Archangel	Georg (s)	558
Bahia	Sultana, 812	
Bahia	Holtingen, 406	
Bombay	Castor, 2005	
Bombay	Sirocco (s)	1347
Bombay	Algoma (s)	1892
Buenos Ayres	Ergo, 569	
Buenos Ayres	Franky, 328	
Buenos Ayres	Helga, 598	
Buenos Ayres	Rosa Rocca, 688	
Buenos Ayres	Saluto, 739	
Cadiz	Bivouac, 127	
Cadiz	Rosebud (s)	159
Cape Town	Marchesino, 663	
Cape Town	Alexandria, 984	
Cape Town	Cardiff, 1084	
Cape Town	N B Lewis, 1325	
Carlsrona	Notre Dame d'Esperance, 285	
Colombo	Earl of Aberdeen, 2132	
Colon	Orient, 899	
Colon	Ansterlitz (s)	1076
Constantinople	Gardepee (s)	1126
Frey Bentos	Anita S, 373	
Genoa	Effective (s)	1264
Huelva	Alfonso (s)	855
Huelva	Isle of Dursey (s)	620
Iquique	Lady Penrhyn, 815	
Iquique	Ben Douran, 1871	
Java	City of Glasgow, 1168	
Leghorn	Flambro (s)	1449
Leghorn	Eliza Annas, 782	
Macassar	De Mari Marcello, 896	
Malta	Jesmond (s)	973
Malta	Addington (s)	1091
Maranham	Candace, 383	
Mauritius	Albyn, 2095	
Mauritius	Kornmo, 568	
Mauritius	Sierra Estrella, 1435	
Montevideo	Caroline, 1175	
Montevideo	Cinque, 1060	
Montevideo	Dunvegan, 786	
Montevideo	Egero, 1071	
Montevideo	Frederik Stang, 991	
Montevideo	Latona, 1031	
Montevideo	Leopoldo, 708	
Montevideo	Memlo, 953	
Montevideo	Minnie Burrill, 1465	
Montevideo	Nettie Murphy, 1373	
Montevideo	Warrior, 1687	
New Anjer	Vanadis, 753	
Palermo	Iniziativa (s)	1294
Panama	Argosy, 1061	
Para	Apotheker Diesing, 387	
Penang	Adele Accame, 1180	
Pernambuco	Ceres, 375	
Persian Gulf	Newcomen (s)	1387
Port Mahon	Princesa Dagmar, 431	
Port Said	Boskenna Bay (s)	1500
Port Said	Edgar (s)	958
Port Said	Fairfield (s)	1000
Port Said	Germania (s)	1964
Port Said	Streonsall (s)	1022
Punta Lara	Dora Ann, 588	
Rio Janeiro	Annie Burrill, 897	
Rio Janeiro	Charles, 1506	
Rio Janeiro	Homewood, 1125	
Rio Janeiro	Melmerby, 1486	
Rosario	Hamingja, 472	
Rosario	Luchina C, 506	
St. Vincent (CV)	Dora (s)	1558
St. Vincent	Teni, 468	
San Francisco	Bohemia, 1563	
San Francisco	Carnarvonshire, 1227	
San Francisco	Duchess of Albany, 1746	
Santos	Emigrant, 579	
Simon's Town	Florida, 1281	
Singapore	Birmam Wood, 1333	
Smyrna	Minerva (s)	1031
Spezia	Agnes Otto (s)	846
Sulina	Adriana Stathatos (s)	1067
Tahiti	Erato, 641	
Tunis	Maria Laura, 440	
Valparaiso	Coimbatore, 1193	
Valparaiso	Mary Moore, 564	

FROM NEWPORT.

To.	Ship.	Size.
Bahia Blanca	Eleanor, 714	
Barcelona	Rayner (s)	814
Bilbao	Hero (s)	369
Buenos Ayres	Golden Sunset, 522	
Buenos Ayres	Solveig Porsgrund, 602	
Castro	Cora Maria (s)	835
Ensenada	Felice B, 512	
Figueria	Nordland, 96	
Genoa	Helena (s)	1037
Genoa	Inchborva (s)	1487
Gibraltar	Calliope (s)	907
Gibraltar	Dotterel (s)	908

Gibraltar	Penzance (s)	948
Las Palmas	Teutonia (s)	1550
Lisbon	Minnie Irvine (s)	675
Malta	Westergate (s)	1179
Mauritius	Sierra Morena, 1385	
Montevideo	Mozart, 848	
Para	Artizan, 510	
Para	Chateaubriand, 278	
Paysandu	Stanley, 300	
Paysandu	Vigilant, 303	
Rosario	Prudente, 440	
Rosario	Storken, 516	
San Juan (PR)	Isabelita, 147	
San Nicolas	Swansea Castle, 575	
Venice	Kate B Jones, 1285	
Venice	Sandal (s)	1136

FROM HULL.

To.	Ship.	Size.
Arendal	Erato, 409	
Bjorko	Salo, 426	
Bombay	Sorrento (s)	1778
Carlsbamn	Alina, 335	
Christiania	&c-Rollo (s)	1056
Dantzic	Otto (s)	821
Dram	Jacob, 88	
Gothenburg	Orlando (s)	1031
Konigsberg	&c-Leda (s)	779
Libau	Solve (s)	299
Newfairwater	Hevelius, 374	
Odessa	&c-Rinaldo (s)	1284
Philadelphia	Berlin, 1553	
Reval	Hope (s)	1245
Riga	Cairo (s)	1112
Riga	Otto (s)	821
St. John's (NF)	G. C. Gradwell, 146	
St Petersburg	Como (s)	979
San Jose de Guatemala	Manx King, 1702	
Stettin	Cato (s)	712
Stockholm	Thurso (s)	628
Svendborg	Thomas Michael, 215	
Uleaborg	Aalto, 174	
Uleaborg	Johannes, 134	

FROM NEWCASTLE-ON-TYNE.

To.	Ship.	Size.
Ahus	Familien, 104	
Buenos Ayres	Amerika, 820	
Buenos Ayres	Godeffroy, 532	
Christiansand	Ricard, 116	
Cronstadt	Hercules, 471	
Dram	Jenny, 142	
Figueira	Nimrod, 96	
Helsingfors	Anna, 493	
Mauritius	Callor On, 668	
Memel	Fortuna, 324	
Memel	Hampton, (s)	1382
Mesane	Allendale (s)	569
Montevideo	Tri Sina, 839	
Montreal	Panama (s)	1358
Newfairwater	Actif, 317	
Newfairwater	Carl Johann, 300	
Pasages	Accrative (s)	779
Santos	Tjomo, 550	
Swinemunde	Horace, 1059	
Thio	Clackmannanshire, 1481	
Venice	Aenba (s)	1194

FROM SUNDERLAND.

To.	Ship.	Size.
Aarhus	Ethel Horatia (s)	741
Copenhagen	Tamms, 73	
Cronstadt	Wilton (s)	1086
Carlsrona	Gothard, 253	
Dram	Walter, 176	
Gefle	Agnes, 197	
Gothenburg	Bjorn (s)	627
Gothenburg	Carl XV (s)	721
Laurvig	Spind, 90	
Lümfjord	Trafik, 62	
Lisbon	Callisto (new s)	1118
Malaga	Thane (s)	896
Memel	Wolgast, 196	
Montreal	Avlona (s)	1279
Moss	Leif (s)	255
Moss	Margaret John, 154	
Moss	Walter, 148	
Newfairwater	Stanley (s)	685
Odense	Rosenklippe, 173	
Quebec	Jessie Morris, 819	
Reudsborg	Adolph, 74	
Stettin	Comet, 222	
Stettin	Svionia (s)	577
Stralsund	Georg and Adolph, 298	
Svendborg	Latona, 133	
Swinemunde	Harland (s)	1134
Swinemunde	Blue Cross (s)	694
Trelleborg	Victoria, 273	
Veile	Insulan, 216	

FROM SWANSEA.

To.	Ship.	Size.
Acapulco	Challenger, 1398	
Algoa Bay	Douglas Castle, 678	

Algoa Bay—Herbert, 1367
 Algoa Bay—Lord Clyde, 560
 Algoa Bay—Sindbad, 615
 Batoum—R W Boyd (s), 840
 Buenos Ayres—Canning, 657
 Copenhagen—Charles, 114
 Genoa—Black Watch (s), 942
 Montevideo—Vincenzo Mazzella, 349
 Pernambuco—Christian Scriver, 607
 Rio Janeiro—Crown Prince, 987
 Sta Catharina—Raymond, 188
 Tucacas—Kappa, 461
 Valparaiso—Llewellyn, 498
Shipping Gazette and Lloyd's List, July 26th.

THE Royal yacht *Osborne* was, on Monday, reported to be ready for the use of the Prince of Wales, who arrived at Portsmouth on Wednesday to remain at Cowes until the following Tuesday. The *Osborne* will then be berthed alongside the dockyard at Portsmouth for the convenience of his Royal Highness during Goodwood week.

THE new steamer *Paris* performed the passage from Newhaven to Dieppe in 3 hours 38 minutes, and the *Rouen* from Dieppe to Newhaven in 3 hours 23 minutes on Monday. These two steamers have recently been added to this fleet, and are splendidly fitted. The *Paris* and *Rouen* run regularly every day between Newhaven and Dieppe by the Brighton Company's day express service to the Continent.

THE Cunard steamer *Servia*, which arrived at Queenstown on Sunday, reports that the North German Lloyd steamer *Ems*, from Southampton for New York, spoke the boat *Dark Secret* on the 12th inst., in lat. 41.16, long. 64.16. Captain Andrews, who is the only occupant of the boat, was quite well. The *Dark Secret* was then 24 days on her voyage from Boston to Queenstown.

LORD G. HAMILTON, in reply to Mr. Knatchbull-Hugessen as to the great services rendered to this country by Captain Kennedy in the discovery of the most direct North-West passage, said on Monday in the House of Commons that Captain Kennedy's case was not one which the Admiralty could recognise. He was not a naval officer, nor employed by the Admiralty, nor were his services of sufficient importance to the navy to justify a grant from the public funds.

THE quarterly Court of Governors of the *Warspite* training-ship of the Marine Society was held at the offices, 54½, Bishopsgate-street Within, E.C., on Saturday, the Right Hon. the Earl of Romney, President, in the chair. Four medals had been granted to old Marine Society's boys. Fifty-nine poor orphans and others had been admitted, and 61 trained lads sent to sea, showing an excess as compared with the same quarter last year.

LAST Monday, in the House of Commons, Lord G. Hamilton informed Mr. L. Bright that the Government had given £20,000 to the French Ambassador for the relief of the families of those who had perished, and for the relief also of those who had lost their personal effects, in consequence of the running down of a French steamer by H.M.S. *Sultan* in the Tagus. None of the money was given as compensation either for the vessel or its cargo. It was true that the owners of the British steamer *Nith*, run down by a French steamer also in the Tagus, were non-suited in their action for compensation, owing to the captain having failed to give a notice required by French law. It would be outside the province of the Admiralty to make a representation for compensation on behalf of the owners and crew of the

IN the Ocean yacht race (handicap) from Kingstown to Queenstown, on Saturday, for the prize of £40 for the first boat, and £10 for the second, given by the Royal Cork Yacht Club, and in which the cutters *Vandua*, *Favourite* and *Wraith*, and the yawls *Nixie* and *Ilona*, and the schooner *Fiery Cross*, took part, the *Vandua* arrived first, at 11 hours 39 minutes 20 seconds. Immediately after her arrival she ran aground on the Nit bank, where she remained. The yawl *Nixie* arrived second. The yachts encountered terrific weather. The *Nixie* had 10ft. of her starboard bulwarks carried away. The cutter *Wraith* arrived at 14 minutes past one on Sunday and by time allowance was declared the winner. The *Nixie* takes second prize.

OUTWARD BOUND.

FROM LONDON.

To	Ship.	Dock.
Aalborg	Alf Gibb's	WF
Adelaide	Maulesden	SWID
Algoa Bay	Madras	SWID
Algoa Bay	Annie Main	SWID
Auckland	Zealandia	EID
Barbadoes	&c—Derwent	(s), RVD
Barbadoes	Abeja	Ohlendorff's Wharf
Batoum	&c—Odessa	(s), MD
Bermuda	Lizzie R. Wilce	WID
Bermuda	Nelson Hewertson	LD
Bermuda	Sir G. F. Seymour	WID
Bombay	&c—Clyde	(s), RAD
Boston	Borderer	(s), RVD
Brisbane	Duncraig	SWID
Brisbane	Kingdom of Sweden	EID
Brisbane	&c—Merkara	(s), RAD
Buenos Ayres	Mohican	LD
Buenos Ayres	Ranavola	LD
Cadiz	&c—Gibraltar	(s), LD
Cairns (Queensland)	New Zealand	EID
Calcutta	Bann	EID
Calcutta	&c—Bengal	(s), RAD
Calcutta	&c—Kaiser-i-Hind	(s), RAD
Calcutta	Navarino	(s), RAD
Calcutta	Roma	(s), RAD
Canterbury	Mataura	SWID
Canterbury	Wellington	EID
Cape Town	Astoria	SWID
Cape Town	Bonington	(s), SWID
Christiania	Albano	(s), MD
Constantinople	&c—Electra	(s), WID
Dantzic	Brunette	(s), Union Tier
Dantzic	Ida	(s), Union Tier
Demerara	&c—Ituni	(s), WID
Fiume	&c—Zaire	(s), MD
Gothenburg	Bele	(s), MD
Halifax	Mackay-Bennett	(s), VD
Halifax	&c—Damara	(s), VD
Hobart	Lufra	LD
Ibrail	&c—Octa	(s), MD
Ibrail	&c—Sam Weller	(s), MD
Konigsberg	&c—Kasan	(s), MD
Launceston	Westbury	WID
Lyttelton	&c—Selebria	(s), SWID
Mauritius	Trossachs	LD
Melbourne	Carlisle Castle	EID
Melbourne	Ellora	SWID
Melbourne	Hesperus	SWID
Melbourne	Ivanhoe	SWID
Melbourne	Mac Cullum More	SWID
Melbourne	Rosdhu	EID
Melbourne	Royal Alexandra	EID
Melbourne	Sobraon	EID
Montevideo	Buffon	(s), RAD
Montevideo	&c—Westbourne	(s), VD
Nelson	Asterion	EID
Newcastle (NSW)	Callao	VD
New Orleans	Erl King	(s), VD
New York	Athlon	Northfleet
New York	Avoca	Grnwh Bys
New York	France	(s), RAD
New York	Laidskrona	Folly House Buoys
New York	Magnhild	Northfleet
New York	Nimbus	Thameshaven
New York	Tower Hill	(s), RAD
New York	Violet	Northfleet
New York	Helvetia	(s), RAD
Otago	Canterbury	EID
Otago	Waipa	SWID
Palermo	&c—Roxana	(s), LD
Pernambuco	Margarethe	WID
Port Natal	Salado	St K
Port Natal	Umtata	(s), LD
Port Natal	Matabele	(s), LD
Port Natal	Gazelle	LD
Rangoon	Baron Clyde	(s), VD
Riachuelo	Christina	WID
Riga	Leo	(s), MD
Rio Janeiro	Elida	WID
Rio Janeiro	Hipparchus	(s), RVD
Rockhampton	Willowbank	EID
Rosario	&c—Plimsoll	WID
Rosario	Genera	VD
St. John's (NF)	Sunbeam	(s), LD
St. Kitts	&c—Salerno	(s), LD
St. Petersburg	Dwina	(s), MD
Santos	Jacob Aal	VD
Shanghai	&c—Glengyle	(s), SWID
Shanghai	&c—Verona	(s), RAD
Singapore	&c—Seine	(s), E Greenwich
Stettin	Stockholm	(s), MD
Stockholm	&c—Presto	(s), MD
Sydney	Merope	VD
Sydney	Rodney	EID
Sydney	Shenir	EID
Sydney	Skelmorlie	
Sydney	Torrison	EID
Sydney	&c—Britannia	(s), RAD
Sydney	&c—Gulf of Venice	(s), VD
Sydney	&c—Lurline	EID

Sydney, &c—Orizaba (s), TD
 Sydney—Rosetta (s), RAD
 Sydney, &c—Riverina (s), SWID
 Taganrog, &c—Ben Nevis (s), VD
 Townsville—Lady Douglas, EID
 Warrnambool—Abbey Town, MD
 Wellington—Invercargill, EID
 Wellington—Orari, SWID
 Wellington, &c—Doric (s), RAD
 Wellington, &c—Kaikoura (s) RAD
 Yokohama, &c—Euphrates (s), SWID

FROM LIVERPOOL.

To	Ship.	Dock.
Acapulco	&c—Castle Holme	WpgD
Adelaide	Castle Holme	WpgD
Africa (WC)	Volta	(s), CobD
Alexandria	&c—Plantain	(s), WelD
Alexandria	Lesbian	(s), HknD
Alma (NB)	Howard A Turner	CrsD
Astoria	&c—Archer	WD
Bahia	Donati	(s), HknD
Bahia Blanca	W W Lloyd	AD
Barbadoes	&c—Californian	(s), SdnD
Barbadoes	&c—West Indian	(s), SdnD
Bombay	Eden Hall	(s), BkdD
Boston	Bothnia	(s), AlxD
Boston	Catalonia	(s), AlxD
Boston	Iowa	(s), AlxD
Brisbane	Sabrina	SD
Brisbane	South Glen	SD
Buenos Ayres	Elena	StD
Buenos Ayres	Haakon Haakonsen	GtnD
Buenos Ayres	O'Kohan	PD
Buenos Ayres	&c—Thales	(s), HknD
Calcutta	Ardencaple	BkdD
Calcutta	City of Edinburgh	(s), MphD
Calcutta	Glengarry	HarD
Calcutta	&c—Clan Macgregor	(s), MphD
Callao	Phonozia	BkdD
Callao	Theodore (late County of Argyle)	BkdD
Ceara	Bernard	(s), BD
Ceara	&c—Augustine	(s), BkdD
Chittagong	Berkshire	BkdD
Colon	&c—Andean	(s), SdnD
Constantinople	&c—Mareotis	(s), HknD
Constantinople	&c—Pharos	(s), HknD
Constantinople	&c—Cherbourg	(s), HknD
Copenhagen	&c—Tuscany	(s), B-MD
Coquimbo	&c—Beechdale	SD
Cru	Frutera	(s), GtnD
Demerara	Moy	BkdD
Elsinore	Anne	GtnD
Ensenada	Fri	GtnD
Glasgow (NS)	Ranee	GtnD
Guayaquil	Pacific	PD
Halifax	Doone	GtnD
Halifax	Fortuna	GtnD
Halifax	Westerbotten	GtnD
Havana	&c—Guido	(s), HknD
Ibrail	&c—Roumelia	(s), WelD
Iceland	Hermod	KD
Iquique	Birmah	B-MD
Iquique	Clan Grant	B-MD
Iquique	Ellenbank	B-MD
Iquique	General Picton	GtnD
Jacobstadt	Europa	CanD
Java	Medea	PD
Kallundborg	Ture	PD
Kurrachee	Branksome Hall	(s), MphD
Lima	Araco	PD
Lima	Keir	BkdD
Lisbon	&c—Oporto	(s), HknD
Manila	&c—Santo Domingo	(s), HknD
Mauritius	Golden Fleece	PD
Melbourne	&c—Dynamene	WD
Melbourne	&c—Scottish Hills	D
Miramichi	Mizpah	CanD
Montevideo	&c—Baron Belhaven	HknD
Montevideo	&c—Borghese	(s), WelD
Montevideo	&c—Caxton	(s), HknD
Montevideo	&c—Garriek	(s), HknD
Montevideo	&c—Heracles	(s), WelD
Montevideo	&c—Sicily	(s), WelD
New Orleans	Explorer	(s), BD
New York	Egypt	(s), AlxD
New York	Halis	(s), BkdD
New York	St. Ronans	(s), LtnD
New York	Servia	(s), AlxD
New York	Truro	HknD
New York	Wyoming	(s), AlxD
Newfairwater	&c—Black Sea	(s), GtnD
Nykjobing	Fram	(s), WpgD
Oporto	Cintra	(s), SdnD
Palermo	&c—Zaripha	(s), WelD
Panama	Brandon	SdnD
Para	Hindostan	PD
Para	Sobralense	(s), BD
Pelotas	Anne Charlotte	PD
Pernambuco	&c—Mariner	(s), BD
Philadelphia	Ohio	(s), LtnD
Pomaron	Camma	GtnD

Port Natal—Montrose, GtnD
 Port Natal—Therese, PD
 Porto Rico, &c—Emiliano (s), HknD
 Quebec, &c—Lake Nepigon (s), AlxD
 Quebec, &c—Montreal (s), AlxD
 Quebec, &c—Polynesian (s), AlxD
 Riachuelo—Marie and Kathe, CngD
 Riachuelo—Mary Mark, PD
 Richibucto—Fortuna, StD
 Richibucto—Ossuna, CrsD
 Riga, &c—Neva (s)
 Rio Grande do Sul—Johanne, PD
 Rio Grande do Sul—Annothyle, E-MD
 Rio Janeiro—Ptolemy (s), HknD
 Rio Janiero, &c—Laplace (s), HknD
 Rosario—Fram, PD
 Rosario—Kjartan, PD
 St John (NB)—Lizzie Wright, GtnD
 St Lucia—J. H. Henkes, B-MD
 Sandheads—Sudbourn, QD
 San Francisco—Charles Cotesworth, SD
 San Francisco—City of Florence, SD
 San Francisco—Gerard C. Tobey, HarD
 San Francisco—Glenmorag, AfD
 San Francisco—Richard Wagner, HarD
 San Francisco—Thomas M Reed, B-MD
 Santos—Gilead, PD
 Seville, &c—Miguel Saenz (s), QD
 Shanghai—Achilles (s), MphD
 Shanghai, &c—Menelaus (s), MphD
 Shanghai, &c—Prometheus (s), MphD
 Stockholm—Juno (s), GtnD
 Sydney—Carleton, WpgD
 Talcahuano—Gallovidian, PD
 Tarragona, &c—Colon (s), QD
 Tarragona, &c—Elvira (s), CobD
 Tarragona, &c—Francoli (s), CobD
 Tarragona, &c—Sofia (s), CobD
 Tarragona, &c—Tajo (s), CobD
 Tarragona, &c—Tintore (s), CobD
 Trinidad, &c—British Peer, PD
 Valparaiso—Bessie Jose, B-MD
 Valparaiso—Golden Gate, SD
 Valparaiso, &c—Aconagua (s), MphD
 Venice, &c—Algerian (s), HknD
 Wyburg—Minerva, GtnD

FROM GLASGOW.

To	Ship.	Size.
Adelaide	Amoy	994
Barcelona	Shadwan	(s), 993
Bilbao	Edward Williams	(s), 470
Bombay	&c—Arabia	(s), 2315
Bombay	&c—City of Carthage	(s), 1717
Bombay	&c—Clan Munroe	(s), 1437
Bombay	&c—Clan Sinclair	(s), 1912
Boston	Phonician	(s), 1552
Brisbane	Durisdere	989
Brisbane	Linlithgowshire	1357
Brisbane	Peebles-shire	865
Calcutta	City of Oxford	(s), 2573
Calcutta	Clan Buchanan	(s), 1913
Calcutta	Clan Drummond	(s), 1904
Calcutta	Nubia	(s), 2319
Calcutta	Roumania	(s), 2207
Cape Town	Clan Lamont	(s), 1354
Cape Town	&c—Clan Ranald	(s), 1339
Constantinople	&c—General Gordon	(s), 823
Demerara	&c—Cipero	(s), 1419
Dunedin	Helen Denny	728
Gothenburg	Gresta	(s), 304
Guayaquil	Breiz Izel	388
Havana	&c—Ardanbhan	(s), 741
Jamaica	Deak	(s), 992
Kurrachee	&c—Europa	(s), 2300
Malta	Stefanie	(s), 855
Melbourne	Loch Etive	1235
Melbourne	Loch Long	1200
Melbourne	Loch Rannoch	1200
Melbourne	Tinto Hill	2066
Montevideo	Montevidean	(s), 2700
Montreal	Corean	(s), 2259
New York	Ethiopia	(s), 2604
New York	Anchoria	(s), 2713
New York	State of Georgia	(s), 1507
New York	State of Nebraska	(s), 2577
New York	State of Nevada	(s), 1572
Oporto	&c—City of Lisbon	(s), 389
Oporto	Ivanhoe	(s), 599
Philadelphia	Prussian	(s), 1940
Philadelphia	Scandinavian	(s), 1967
Quebec	&c—Circe	(s), 1559
Quebec	&c—Colina	(s), 1297
Quebec	&c—Concordia	(s), 1617
Rangoon	Amarapoora	(s), 2517
Rangoon	Tenasserim	(s), 1755
San Francisco	City of Hankow	1249
San Francisco	Thornliebank	1405
Santander	&c—Ivanhoe	(s), 599
Sydney	Corryvreckan	1299
Sydney	Firth of Cromarty	1450
Sydney	Pass of Balmah	1500
Sydney	&c—Buteshire	1900
Valparaiso	Esmeralda	730
Victoria (BC)	Islander	(s), 1600

FROM CARDIFF.

To.	Ship.	Size.
Aarhus—Lucero (s),	947	
Aden—Crathorne (s),	1810	
Aden—Lisnacrieve (s),	1831	
Algoa Bay—Royal Tar,	717	
Archangel—Georg (s),	558	
Bahia—Sultana,	812	
Bahia—Holttingen,	406	
Bombay—Castor,	2005	
Bombay—Sirocco (s),	1347	
Bombay—Algoma (s),	1892	
Buenos Ayres—Ergo,	569	
Buenos Ayres—Franky,	328	
Buenos Ayres—Helga,	598	
Buenos Ayres—Rosa Rocca,	688	
Buenos Ayres—Saluto,	739	
Cadiz—Bivouac,	127	
Cadiz—Rosebud (s),	159	
Cape Town—Marchesino,	663	
Cape Town—Alexandria,	984	
Cape Town—Cardiff,	1084	
Cape Town—N B Lewis,	1325	
Carlsrona—Notre Dame d'Esperance,	285	
Colombo—Earl of Aberdeen,	2132	
Colon—Orient,	899	
Colon—Ansterlitz (s),	1076	
Constantinople—Gardepee (s),	1126	
Frey Bentos—Anita S,	373	
Genoa—Effective (s),	1264	
Huelva—Alfonso (s),	855	
Huelva—Isle of Dursay (s),	620	
Iquique—Lady Penrhyn,	815	
Iquique—Ben Douran,	1871	
Java—City of Glasgow,	1168	
Leghorn—Flambr (s),	1449	
Leghorn—Eliza Annas,	782	
Macassar—De Mari Marcelllo,	896	
Malta—Jesmond (s),	973	
Malta—Addington (s),	1091	
Maranham—Candace,	383	
Mauritius—Albyn,	2095	
Mauritius—Kornmo,	568	
Mauritius—Sierra Estrella,	1435	
Montevideo—Caroline,	1175	
Montevideo—Cinque,	1060	
Montevideo—Dunvegan,	786	
Montevideo—Egero,	1071	
Montevideo—Frederik Stang,	991	
Montevideo—Latona,	1031	
Montevideo—Leopoldo,	708	
Montevideo—Memlo,	953	
Montevideo—Minnie Burrill,	1465	
Montevideo—Nettie Murphy,	1373	
Montevideo—Warrior,	1687	
New Anjer—Vanadis,	753	
Palermo—Iniziativa (s),	1294	
Panama—Argosy,	1061	
Para—Apotheker Dising,	387	
Penang—Adele Acame,	1180	
Pernambuco—Ceres,	375	
Persian Gulf—Newcomen (s),	1387	
Port Mahon—Princesa Dagmar,	431	
Port Said—Boskenna Bay (s),	1500	
Port Said—Edgar (s),	958	
Port Said—Fairfield (s),	1000	
Port Said—Germania (s),	1964	
Port Said—Streonsalh (s),	1022	
Punta Lara—Dora Ann,	588	
Rio Janeiro—Annie Burrill,	897	
Rio Janeiro—Charles,	1506	
Rio Janeiro—Homewood,	1125	
Rio Janeiro—Melmerby,	1486	
Rosario—Hamminga,	472	
Rosario—Luchina C,	506	
St. Vincent (CV)—Dora (s),	1558	
St. Vincent—Toni,	468	
San Francisco—Bohemia,	1563	
San Francisco—Carnarvonshire,	1227	
San Francisco—Duchess of Albany,	1746	
Santos—Emigrant,	579	
Simon's Town—Florida,	1281	
Singapore—Birnham Wood,	1333	
Smyrna—Minerva (s),	1031	
Spezia—Agnes Otto (s),	846	
Sulina—Adriana Stathatos (s),	1067	
Tahiti—Erato,	641	
Tunis—Maria Laura,	440	
Valparaiso—Columbatore,	1193	
Valparaiso—Mary Moore,	564	

FROM NEWPORT.

To.	Ship.	Size.
Bibia Blanca—Eleanor,	714	
Barcelona—Rayner (s),	814	
Bilbao—Hero (s),	369	
Buenos Ayres—Golden Sunset,	522	
Buenos Ayres—Solveig Porsgrund,	602	
Castro—Cora Maria (s),	835	
Ensenada—Felice B,	512	
Figueira—Nordland,	96	
Genoa—Helena (s),	1037	
Genoa—Inchborva (s),	1487	
Gibraltar—Calliope (s),	907	
Gibraltar—Dotterel (s),	908	

Gibraltar—Penzance (s),	948
Las Palmas—Teutonia (s),	1550
Lisbon—Minnie Irvine (s),	675
Malta—Westergate (s),	1179
Mauritius—Sierra Morena,	1385
Montevideo—Mozart,	848
Para—Artizan,	510
Para—Chateaubriand,	278
Paysandu—Stanley,	300
Paysandu—Vigilant,	303
Rosario—Prudente,	440
Rosario—Storken,	516
San Juan (PR) Isabelita,	147
San Nicolas—Swansea Castle,	575
Venice—Kate B Jones,	1285
Venice—Sandal (s),	1136

FROM HULL.

To.	Ship.	Size.
Arendal—Erato,	409	
Bjorko—Salo,	426	
Bombay—Sorrento (s),	1778	
Carlsbamn—Alina,	335	
Christiania, &c—Rollo (s),	1056	
Dantzic—Otto (s),	821	
Dram—Jacob,	88	
Göthenburg—Orlando (s),	1031	
Königsberg, &c—Leda (s),	779	
Libau—Solve (s),	299	
Newfairwater—Hevelius,	374	
Odessa, &c—Rinaldo (s),	1284	
Philadelphia—Berlin,	1553	
Reval—Hope (s),	1245	
Riga—Cairo (s),	1112	
Riga—Otto (s),	821	
St. John's (NF)—G. C. Gradwell,	146	
St Petersburg—Como (s),	979	
San Jose de Guatemala—Manx King,	1702	
Stettin—Cato (s),	712	
Stockholm—Thorus (s),	628	
Svendborg—Thomas Michael,	215	
Uleaborg—Aalto,	174	
Uleaborg—Johannes,	134	

FROM NEWCASTLE-ON-TYNE.

To.	Ship.	Size.
Ahus—Familien,	104	
Buenos Ayres—America,	820	
Buenos Ayres—Godeffroy,	532	
Christiansand—Ricard,	116	
Cronstadt—Hercules,	471	
Dram—Jenny,	142	
Figueira—Nimrod,	96	
Helsingfors—Anna,	493	
Mauritius—Callor Ou,	668	
Memel—Fortuna,	324	
Memel—Hampton (s),	1382	
Mesane—Allendale (s),	569	
Montevideo—Tri Sina,	839	
Montreal—Panama (s),	1358	
Newfairwater—Actif,	317	
Newfairwater—Carl Johann,	300	
Pasages—Accrative (s),	779	
Santos—Tjomo,	550	
Swinemunde—Horace,	1059	
Tchio—Clackmannanshire,	1481	
Venice—Acuba (s),	1194	

FROM SUNDERLAND.

To.	Ship.	Size.
Aarhus—Ethel Horatia (s),	741	
Copenhagen—Tamms,	73	
Cronstadt—Wilton (s),	1086	
Carlsrona—Gothard,	253	
Dram—Walter,	176	
Gefle—Agnes,	197	
Göthenburg—Bjorn (s),	627	
Göthenburg—Carl XV (s),	721	
Laurvig—Spind,	90	
Liljefjord—Trafik,	62	
Lisbon—Callisto (new s),	1118	
Malaga—Thane (s),	896	
Memel—Wolgate,	196	
Montreal—Avlona (s),	1279	
Moss—Leif (s),	255	
Moss—Margaret John,	154	
Moss—Walter,	148	
Newfairwater—Stanley (s),	685	
Odense—Rosenklippe,	173	
Quebec—Jessie Morris,	819	
Reudsburg—Adolph,	74	
Stettin—Comet,	222	
Stettin—Svionia (s),	577	
Stralsund—Georg and Adolph,	298	
Svendborg—Latona,	133	
Swinemunde—Harland (s),	1134	
Swinemunde—Blue Cross (s),	694	
Trelleborg—Victoria,	273	
Veile—Insulan,	216	

FROM SWANSEA.

To.	Ship.	Size.
Acapulco—Challenger,	1398	
Algoa Bay—Douglas Castle,	678	

Algoa Bay—Herbert, 1367
 Algoa Bay—Lord Clyde, 560
 Algoa Bay—Sindbad, 615
 Batoum—R W Boyd (s), 840
 Buenos Ayres—Canning, 657
 Copenhagen—Charles, 114
 Genoa—Black Watch (s), 942
 Montevideo—Vincenzo Mazzella, 349
 Pernambuco—Christian Scriver, 607
 Rio Janeiro—Crown Prince, 987
 Sta Catharina—Raymond, 188
 Tucacas—Kappa, 461
 Valparaiso—Llewellyn, 498
Shipping Gazette and Lloyd's List, July 26th.

THE Royal yacht *Osborne* was, on Monday, reported to be ready for the use of the Prince of Wales, who arrived at Portsmouth on Wednesday to remain at Cowes until the following Tuesday. The *Osborne* will then be berthed alongside the dockyard at Portsmouth for the convenience of his Royal Highness during Goodwood week.

THE new steamer *Paris* performed the passage from Newhaven to Dieppe in 3 hours 38 minutes, and the *Rouen* from Dieppe to Newhaven in 3 hours 23 minutes on Monday. These two steamers have recently been added to this fleet, and are splendidly fitted. The *Paris* and *Rouen* run regularly every day between Newhaven and Dieppe by the Brighton Company's day express service to the Continent.

THE Cunard steamer *Servia*, which arrived at Queenstown on Sunday, reports that the North German Lloyd steamer *Emu*, from Southampton for New York, spoke the boat *Dark Secret* on the 12th inst., in lat. 41.16, long. 64.16. Captain Andrews, who is the only occupant of the boat, was quite well. The *Dark Secret* was then 24 days on her voyage from Boston to Queenstown.

LORD G. HAMILTON, in reply to Mr. Knatchbull-Hugessen as to the great services rendered to this country by Captain Kennedy in the discovery of the most direct North-West passage, said on Monday in the House of Commons that Captain Kennedy's case was not one which the Admiralty could recognise. He was not a naval officer, nor employed by the Admiralty, nor were his services of sufficient importance to the navy to justify a grant from the public funds.

THE quarterly Court of Governors of the *Warspite* training-ship of the Marine Society was held at the offices, 54½, Bishopsgate-street Within, E.C., on Saturday, the Right Hon. the Earl of Romney, President, in the chair. Four medals had been granted to old Marine Society's boys. Fifty-nine poor orphans and others had been admitted, and 61 trained lads sent to sea, showing an excess as compared with the same quarter last year.

LAST Monday, in the House of Commons, Lord G. Hamilton informed Mr. L. Bright that the Government had given £20,000 to the French Ambassador for the relief of the families of those who had perished, and for the relief also of those who had lost their personal effects, in consequence of the running down of a French steamer by H.M.S. *Sultan* in the Tagus. None of the money was given as compensation either for the vessel or its cargo. It was true that the owners of the British steamer *Nith*, run down by a French steamer also in the Tagus, were non-suited in their action for compensation, owing to the captain having failed to give a notice required by French law. It would be outside the province of the Admiralty to make a representation for compensation on behalf of the owners and crew of the

IN the Ocean yacht race (handicap) from Kingstown to Queenstown, on Saturday, for the prize of £40 for the first boat, and £10 for the second, given by the Royal Cork Yacht Club, and in which the cutters *Vanduaara*, *Favourite* and *Wraith*, and the yawls *Nixie* and *Ilona*, and the schooner *Fiery Cross*, took part, the *Vanduaara* arrived first, at 11 hours 39 minutes 20 seconds. Immediately after her arrival she ran aground on the Nit bank, where she remained. The yawl *Nixie* arrived second. The yachts encountered terrific weather. The *Nixie* had 10ft. of her starboard bulwarks carried away. The cutter *Wraith* arrived at 14 minutes past one on Sunday and by time allowance was declared the winner. The *Nixie* takes second prize.

WHEN TO POST "SEAFARING."

Readers desirous of sending SEAFARING to friends abroad will find the following information useful, especially if those friends of Seafarers who reside in London post the paper 12 hours before the time advertised for the despatch of the mails. Those who live in the country should post it in time to reach London 12 hours before the times mentioned in the following tables:—

DATES OF DESPATCH OF FOREIGN AND COLONIAL MAILS NOT MADE UP DAILY.

Days of the Week.	Mails despatched from London.	Days of the Month	Mails despatched from London.
SUNDAY.....	(Evening) to Continent of Europe only (except Portugal).	† 2nd.	(Morning) to Madeira via Lisbon.
MONDAY	(Morning) to Malta via Italy, weekly; (Evening) to Mauritius and New Caledonia by French Packet, monthly (from July 23); to Australia, if specially addressed by French Packet, monthly (from July 23rd).	† 3rd.	(Evening) to Lisbon, Senegal, Rio de Janeiro, Monte Video, and Buenos Ayres by French Packet.
TUESDAY ...	(Morning) to Egypt by Italian Packet, weekly; to Ceylon, Straits Settlements, China by German Packet, monthly (from July 10th); to Ceylon and Australia by German Packet, monthly (from July 24th); Supplementary mail to Mauritius and New Caledonia by French Packet, monthly (from July 24th); Supplementary mail to Australia (if specially addressed) by French Packet, monthly (from July 24th); (Evening) to Newfoundland, fortnightly (from July 10th); to Lisbon, Rio Janeiro, Monte Video, Buenos Ayres, Chili, Bolivia, and Peru via Liverpool, fortnightly (from July 10th); to Pernambuco and Bahia, monthly (from July 10th); to Falkland Islands, irregularly.	† 5th.	(Morning) supplementary mails to Senegal, Rio de Janeiro, Monte Video, and Buenos Ayres by French Packet via Lisbon.
WEDNESDAY..	(Evening) to United States, Canada, and Bahamas via Queenstown, weekly; to Cuba and Mexico via New York, weekly; to Bermuda and Bahamas via New York, weekly; to Mexico via Liverpool, monthly (from July 4th); to Hayti via Liverpool, monthly (from July 18th); to Japan and China via United States, irreg.; to Japan and China via Montreal, irreg.; (Morning) to Malta via Italy, weekly; to West Indies and Pacific via Southampton, fortnightly (from July 12th); to Lisbon, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres, via Southampton, fortnightly (from July 5th); to Cape Verd Islands via Southampton, monthly (from July 19th); to Egypt by Austrian Packet, weekly; via Dartmouth and Plymouth alternately; to Canada by Canadian Packet, weekly; to Madeira, weekly (omitting every fourth week) (from July 5th); to Lisbon and East Coast of Africa via Dartmouth, monthly (from July 5th); to Japan and China via Montreal, irreg.	† 8th.	(Evening) to Lisbon, Madeira, Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
THURSDAY..	(Morning) supplementary mails to Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres via Lisbon, fortnightly (from July 6th); Supplementary mails to Cape Verd Islands via Lisbon, monthly (from July 19th); (Evening) to Cyprus, Egypt, India, and Zanzibar via Brindisi, weekly; to Ceylon, Straits Settlements, China and Japan, weekly, by British Packet via Brindisi and French Packet via Marseilles alternately; to Victoria, New South Wales, South and Western Australia, Queensland, and Tasmania, weekly, via Brindisi and Naples alternately; to West Coast of Africa via Liverpool, weekly; to Canary Islands and New Zealand via Plymouth, monthly (from July 27th); to Madeira and Gambia via Liverpool, irreg.; to Venezuela and States of Colombia via Liverpool, weekly, omitting every third week (from July 13th).	† 9th.	(Morning) supplementary mails to Madeira, Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
FRIDAY	(Morning) to Malta via Italy, weekly; Supplementary mails to Ceylon, Straits Settlements, China, and Japan by French Packet via Marseilles, fortnightly (from July 14th); to Egypt by French Packet via Marseilles, fortnightly (from July 14th); (Evening) to Malta via Italy, weekly; to United States, Canada, and Bahamas via Queenstown, weekly; to Cuba and Mexico via New York, weekly; to Bermuda and Turks Islands via New York, weekly; Supplementary mails to Rio Janeiro, Monte Video, Buenos Ayres, Chili, Bolivia, and Peru via Lisbon, fortnightly (from July 14); to Pernambuco and Bahia, monthly (from July 14th); to New Zealand and Fiji via San Francisco, monthly (from July 14th); to Falkland Islands, irregularly; to Belize via New York, irregularly.	† 9th.	(Morning) supplementary mails to St. Thomas, Porto Rico, St. Domingo, and Hayti by French Packet.
SATURDAY ...		† 16th.	(Morning) to Madeira via Lisbon.
		† 18th.	(Evening) to Lisbon, Senegal, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres by French Packet.
		† 19th.	(Evening) to Cuba and Mexico by French Packet.
		† 20th.	(Morning) supplementary mails to Senegal, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres by French Packet via Lisbon.
		† 20th.	(Morning) supplementary mails to Cuba and Mexico by French Packet.
		* 24th.	(Evening) to Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
		† 25th.	(Morning) supplementary mails to Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.

N.B.—When the mails are despatched irregularly, the dates can be ascertained from the special notices issued, or on application at any Head Post Office.

* Following morning.
† Previous evening.
‡ Not despatched.

NOTICES.

SEAFARING, published every Saturday, price one penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—

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To Ceylon, China, Hong Kong, India, Japan, Labuan, Persia (via the Persian Gulf), Sarawak, Siam, Straits Settlements, and Transvaal (including Bechuanaland, via the Cape), SEAFARING will be sent post free for twopence halfpenny per copy.

All subscriptions must be paid in advance.

All communications relating to contributions should be addressed to the Editor of SEAFARING, 150, Minories, London, E.

Rejected MSS. will not be returned unless accompanied by a stamped addressed envelope; but all contributions will receive the most careful attention.

Correspondence on all subjects of special interest to seafarers is invited.

Business communications should be addressed to V. G. PLARR, SEAFARING Office, 150, Minories, London, E., to whom all Cheques and Post Office Orders must be made payable.

Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, JULY 28th, 1888.

THE interest with which the public is watching or reading of the naval manœuvres now in progress is a satisfactory and healthy sign of the times. It indicates something more than that Englishmen now as ever are keenly alive to the importance and value of the navy as a defensive force. For the past few months hardly a week has passed which has not witnessed a meeting at one or other of the British seaports to discuss measures for their defence in the event of war. That most of these ports require increased and improved defences there can be no doubt. This has again and again been proved and dinned into our ears for a long time past. But the British public is strangely apathetic in such matters, and not until many a warning had passed quite unheeded, and eminent authorities had been denounced as alarmists, panic-mongers, and so forth, was public opinion on the subject aroused. Now that it at last has been aroused it seems very wide awake indeed. No sooner has one port held its meeting to discuss its own position in this respect than another port follows the example. The latest phase of the awakening process is the publication of a pamphlet by the Naval Volunteer Home Defence Association at 31, Spring-gardens, Charing Cross, London. In this publication England's experiences in the last naval war are set forth, and much that cannot but prove highly profitable is to be learnt from them. One of these is that the more ships England has the greater care ought she to take of them. How her shipping has multiplied since the days of Nelson and Trafalgar not all of us realise. It may therefore be as well to note the fact that the number of British ships which cleared inwards or outwards at British ports was only 25,921 in the year 1792, while it is now 613,894. This enormous increase of British shipping means a corresponding increase of risks. The mere value of the ships alone, without reckoning that of their crews or cargoes, represents a vast amount of capital. Moreover, the population of these islands has increased so largely that this country cannot feed all its people. A great proportion of our food supplies has to be imported from abroad. Only by bearing this fact well

in mind can any idea be formed of the vital importance of her ships to England. But remembering how much of our food must be brought over the seas for us, even the dullest intelligence cannot help perceiving that our ships are as necessary as the air we breathe. That being so, the country ought to be ready to make almost any sacrifice to protect British shipping in time of war. While public opinion is awake on the subject the Government would find the public purse would open more freely than at any other time. Of this the Government is, of course, well aware. But the question is "What should be done?" How are we to protect our shipping? These are questions rather for the naval man than for the politician, and often have naval men discussed them. That the next naval war will be in many respects widely different from any that has gone before, and that England will have a greater stake on the seas than ever she had, we all know. It is, therefore, well that the navy, to which we must look for defence, should get as much mimic warfare and practice as possible. The more it gets the more efficient it is likely to prove when the time of actual fighting arrives. For this reason the present operations of the fleets are deeply interesting.

CORRESPONDENCE.

TO THE EDITOR OF "SEAFARING."

SIR,—Some kind unknown friend has sent me the first two numbers of SEAFARING, which I have read with much interest and feel thankful that such a publication has been started in the interests of seafaring men. I sincerely hope it will be attended with the success it deserves and wish you God-speed in your undertaking. Something is wanting to arouse the majority of the seamen of the present day out of the apathy and indifference to their interests seen on all sides, especially in this port. During the sitting of the Royal Commission we formed a society here and did a great deal of good in corresponding with and sending witnesses to give evidence before the Commission. Unfortunately the majority of seamen are so blind to their own interests, and so easily led away from them by promises made by interested parties and never performed, that we were compelled to break it up for want of support. I started the society at my own expense. The officers were honorary; correspondence, rent of rooms printing, advertising, &c., for the year 1884-5 (the year of formation) amounted only to £1 9s. 8d., the receipts being £10 0s. 4d. You will see by this we sailed pretty close to the wind. In 1885-6 we held five public meetings, announced by large handbills, advertised meetings, paid one member £1 10s. for loss of clothes by shipwreck; correspondence, printing, &c., which amounted to £5 11s. 3d., while the total receipts from members only amounted to £4 5s. 11d. Not discouraged by the falling off of contributions, we resolved to try another year with the following results:—In March, 1886, an opposition society was started by shipowners and seamen combined, which collapsed after a butterfly existence of

four months for want of funds. A few members remained faithful to the old society and kept it going until March, 1887, when finding it useless to continue it any longer, we gave it up and divided the balance among the remaining members of the society. I have given you the above outline to show you how little encouragement is given to anyone who is willing and anxious to give their spare time to the seamen's interests. As I know long letters are an abomination to editors, I will conclude with again wishing God-speed to SEAFARING. Apologising for the length of my epistle,—I am, dear sir, yours faithfully,

W. E. BENNETT.

Tivoli Villa, Westoe, South Shields.
July 18th, 1888.

NAUTICAL NEWS.

THE Merchant Shipping (Life Saving Appliances) Bill has been read a second time in the House of Commons, and referred to the Standing Committee on Trade.

THE *City of New York*, a new steamer of 10,500 tons, built and engined by Thomson, Glasgow, arrived at the Mersey on Monday after completing a run from the Clyde round Ireland and down Channel to Liverpool, a distance of 862 miles. She was delayed by fog on Saturday night long after starting, but, the engines being three-quarter speed, developed 17,000 horse-power, and she frequently covered 19½ knots to 17½.

Sir Michael Hicks-Beach asked the House of Commons the other day to read the Sea Fisheries' Regulation Bill a second time in order that it might be sent to the Standing Committee on Trade. It proposed to establish local tribunals with power to regulate fisheries, to prevent trawling, to administer the Crab and Lobster Act and the Sea Fisheries Acts, and to prevent refuse from being thrown into the sea to an injurious extent. The by-laws to be framed by these tribunals would be subject to the supervision of the Board of Trade. (Hear, hear.) The Bill would only apply to England.—Mr. Mundella and Mr. Rowntree supported the measure.—Mr. J. Stevenson hoped the Grand Committee would closely examine the enormous powers which he was surprised to see were to be conferred on the Board of Trade by this Bill. The Bill was read a second time, and referred to the Standing Committee on Trade and Fisheries.

A MEETING of watermen and ferrymen who have been for many years engaged in plying for hire at the Custom House, Battle Bridge, Tower, and Pickle Herring Stairs, in the City of London, was held on Tuesday afternoon, at the offices of the Amalgamated Society of Watermen and Lightermen, to ventilate their grievances in respect to loss of employment to the men caused by the works now in progress for the construction of the new bridge at the Tower of London. The secretary of the society presided. Speeches were made by several of the men, stating that the obstruction caused by the bridge works had taken from the ferrymen two-thirds of their means of their livelihood. Resolutions were unanimously passed requesting the Corporation of the City to grant the suffering men some compensation, and a deputation was appointed to wait on the Court of Common Council at their meeting in the Guildhall in support of the men's memorial.

AT Newport Police-court on Monday, James M'Laren, a boarding-house keeper, living in North Marion-street, was summoned for harbouring a seaman named John Cabby, who had deserted from the steamship *Asiatic Prince*. Mr. R. P. Williams appeared for the Board of Trade in support of the summons. The *Asiatic Prince*, which is a new steel vessel of 2,200 gross tonnage, left Sunderland for a voyage to the River Plate, via London and Newport, and Cabby and other men were engaged to go the voyage. On the arrival of the boat at Newport four men deserted, of whom Cabby was one. Three of the men were found at defendant's house, and Cabby more particularly was identified in the presence of Inspector Petty, who warned M'Laren about harbouring men who had deserted. Cabby was found there afterwards. The Bench fined him 40s., and said if this had not been his first offence he would have been fined much more heavily.

SOME SEAFARERS.

IV.

SIR MARTIN FROBISHER.

Martin Frobisher, Froobiser, Ffur-busher, or Furbissher—we find all these spellings, and the last, adopted of good Queen Bess, is perhaps the best, for he assuredly dusted the Spaniards more than most men—hailed from the old town of Doncaster. Cast adrift early in life, as has happened with many a sturdy Yorkshire tyke before and since, he took to following the sea for a living. How he first struggled to places of trust it is not ours to detail. Suffice it to say that the fight was hardly fought and won. For 15 years, indeed, he could get no one—no merchant of Chepe or courtier of Richmond—to support him in the enterprise he was nursing at heart. “Being thoroughly furnished of the knowledge of the sphere and all other skills pertaining to the art of navigation, and being persuaded of a new and nearer passage to Cataya than by Capo de Buono Speranca, which the Portugals yearly use, and knowing this to be the only thing of the world that was yet left undone, whereby a notable mind might be made famous and fortunate,” he nevertheless found no supporters, till one day, Dudley, Earl of Warwick, became interested in his wild aspiration, and with other nobles enabled him to weigh anchor in quest of a north-west passage.

In June, 1576, three little vessels, that is to say, two 25 tonners and a 10 ton pinnace, might be seen dropping merrily down the river below London Bridge. They were Frobisher's exploring expedition! Proudly he steered his own flagship, trusting, as he did, that he and his would be the first Englishmen to find Cathay by an unknown route. At Greenwich the Queen herself was waiting to see them pass, and from the midst of her bright court-circle she “commended them and bade them farewell with shaking her hand at them out of the window.”

On July 11th, Frobisher was in sight of “Freesland,” and on the 28th he reached the coast of Greenland, and named it *Meta Incognita*. On August 11th he sailed through the strait called after his name, and on the 18th made Burcher's Island. Here the Eskimos were treacherous, and murdered many of his men. So he put ship about, and returned to England in the early autumn time. As was then the custom, Frobisher had taken possession of different lands by a series of symbolical acts. Here his men had taken up a handful of the sea-sand, and there they had carried aboard a lump of spar or granite. One dark stone lay unnoticed among the other rough-and-ready title-deeds, till someone in London took it up, turned it over, split it in half perhaps, and found that it contained yellow, golden ore! “There is wealth in bleak Greenland then!” said the business people and learned men of that day. And so at the end of May, 1577, Martin was off again, this time in command of a monster 200-tonner which the Queen herself lent him. Little gold was found where the black stone had come from, but in several other places were lumps of ore which paid for the expedition on its return to England. It would seem that Frobisher had forgotten all about the passage to Cathay and its treasure-houses; he had caught the gold

fever and with it the desire to stay and open up a trade with the natives. But he was not particularly politic towards these last; for weread that his crew caught an old woman, “whom they took for a devil or a witch, and stripped off her buskins to see if she were cloven-footed.” And not content with this unsailorlike breach of gallantry they ran away with a gentleman “of large corporature and good proportion,” and made a slave of him.

In 1578 there was a third expedition, which started too late in the year to effect anything.

In 1585 Frobisher was in the West Indies with the man who was to overshadow all his future exploits. According to many good judges of the Armada question, Drake cannot hold a candle to Martin Frobisher. We are not quite of their way of thinking, but we agree with them in believing that the latter's reputation has not been fairly dealt with. People mention Hawkins and they mention Drake, but concerning Frobisher they are too often unjustly silent. And yet there can be no doubt that his “signal service in the 88” should have won for him now, as it did then, the fame and glory it deserved.

Let us see what Frobisher was doing three centuries ago. On the first day of that running sea-fight up Channel, Frobisher was with Drake in every engagement. In command of the *Triumph*, the largest ship in the navy, he joined in the first cannonade on the enemy's wing, and executed that smart dodging manœuvre which, whilst riddling the Spaniard's sides, only made them luff and show their muzzles for nothing. Together with Drake and Hawkins he helped to cripple Don Recalde's ship, and then, parting company from them, made that attack on De Valdes' galleon, of which Drake reaped all the benefit on the Monday following. At night he lost his bearings because Sir Francis had been chasing Easterling merchantmen, and so had omitted to hang out a lantern ahead of the English. And from that night onwards he certainly did more hard fighting than his rival seems to have done. It was on the Tuesday that Frobisher did his first great deed of honest daring. The Spaniards, as is well enough known, got the weather-gauge that day. By desperate sailing Lord Howard tried to wrest their advantage from them, and dodge in between their fleet and the English coast. He failed, and had to stand off. Frobisher was thus left between the two fleets, and face to face with the great rowing galliasses which the Duke of Medina Sidonia had set to protect the Spanish rear. For an hour and a half the *Triumph* and five other vessels engaged the huge Spaniards with unparalleled pluck and tenacity. The enemy had trusted to their oars to enable them to get alongside of the English. To board and use swords, the so-called “noble” weapon, was what they aimed at. But the *Triumph* held off, and with the other ships raked the Spanish decks, glutting each galliass with the corpses of the chained rowing slaves, who, as a body, far outnumbered the Spanish sailors and soldiers. The British firing was quick, and their ships were smartly handled, whilst the foe were slow in their every act, though undoubtedly brave enough.

Soon the two fleets, who had been watching this unequal tug-of-war, tacked

to the rescue, and then through the long windy day the battle raged round the *Triumph*. The ship was well named, for in that fierce bout at Portland Bill her captain never faltered nor failed. Again and again the Spaniards came round him, and again and again they frustrated the English attempts at a rescue, but against the Yorkshire captain and his gallant crew they could effect nothing. At length night falling put an end to the strife. “All had fought like veteran fire-eaters,” but Martin Frobisher had fought as one inspired. He had been the first to engage in, and the last to leave, the fiercest seafight ever yet fought by the English.

On the following Thursday, Frobisher and others attacked the great *Santana* and one of the Portuguese galleons, which had fallen behind their comrades. The *Triumph* got within very short range, and once again raked the enemy's deck, for well old Martin knew that Spanish guns could only fire horizontally above the heads of his men. Then, in command of a squadron, he dashed at the Spanish flank. The attack was savage, and for a moment seamanship was forgotten. The *Triumph* found herself setting to leeward of the Armada with the Spaniards once more closing in on her. Then, as good luck would have it, Lord Sheffield and other captains noted Frobisher's danger, and with difficulty rescued him. Had they not done so the Battle of Freshwater would have been as fierce as that of Portland.

Friday, 300 years back, was Frobisher's day of triumph. He was knighted on board the *Flagship*, Lord Howard dealing him a stroke on the cheek, which was the last and indeed the first that should ever go unavenged with him. On the great 29th day, when Sidonia made his last effort for Spain, Frobisher was as gallant as any Drake or Hawkins of them all. He was everywhere with his big *Triumph*, practising the old broadside manœuvre to admiration. And it was he who helped Drake crush the southern horn of the Spanish crescent.

After the great storm which dealt so cruelly with the night of the Spaniards Frobisher anchored at Harwich. On board the *Bear*, Lord Sheffield's ship, Sir Martin met with Hawkins, Howard, and other gallant captains, and with them enacted a right curious little drama. One of Drake's seamen, Matthew Starke by name, chanced to be on board, and this man they summoned into their presence and questioned about Drake's pillage of De Valdes' ship. The 55,000 ducats were a very sore point with them. Howard had nothing to pay his men withal, Hawkins was greedy after gold, our hero was always in need of it. Moreover, they thought they each had a right to a fair share of the spoil. Loud and long was the swearing and the growling which greeted poor Starke's answers. Sir Martin was chief grumbler. “He did good service, indeed, for he took *Don Pedro*, for after he had seen her in the evening that she had spent her masts, then like a coward, he kept by her all night because he would have the spoil. He thinketh to cozen us out of our shares of 15,000 ducats, but we will have our shares, or I will make him spend the best blood in his belly, for he hath done enough of these cozening cheats already.” Anon, remembering more personal matters,—

"He hath used certain speeches of me, which I will make him eat again, or I will make him spend the best blood in his belly." *Et cetera.*

It may be doubted whether Sir Martin ever got his rough old rival's money. Elizabeth, too, had heard the jingle of ducats in the air, and that gallant old lady was never slow to turn a penny for the benefit of her "good husband," the nation, even though she should have to take that penny from Sir Francis Drake himself.

Yet, even supposing Sir Martin lost his money he gained in other ways, for the Queens elected him her favourite admiral, and employed none other till his death. In 1594, Frobisher, after fighting the Spaniards in a desultory way for some years, was sent to France in command of an expedition which was destined to help the popular Henry IV. against Spain. In an attack on the Spanish position near Brest he was dangerously wounded. "The surgeon," as old Fuller saith, "took out only the bullet and left the bumst about it behind, wherewith the sore festered." Yet the dying man got his fleet safe home to Plymouth. As they took him ashore he received a kind letter of praise from Elizabeth, and with that in his hand he died.

Of a surety that "notable mind" had been both "famous and fortunate," though the fame and the fortune had been won up Channel rather than through the north-west passage to "Cataya."

THE Board of Admiralty has issued revised instructions to the Naval Intelligence Department, in order that the duties and responsibilities of the officers in charge may be more exactly defined. Henceforth the Director of Naval Intelligence is responsible for (1) compilation and issue to the Board and the Fleet of all information relating to maritime matters likely to be of use in war; (2) preparation and revision of a plan of naval mobilisation; and (3) when directed, the preparation of plans of naval campaign. He is further informed that under no circumstances will his department be considered part of the executive of the Admiralty, and that his functions are purely advisory.

GREENWICH ROYAL HOSPITAL SCHOOL.—Princess Mary Adelaide (Duchess of Teck) distributed the prizes on Saturday afternoon to the pupils of the above school. The occasion drew together a large company of ladies and gentlemen, among those present being Princess Victoria and Prince Francis of Teck, Mr. Forwood, M.P., Mr. Ashmead-Bartlett, M.P., Mr. Burdett-Coutts, M.P., Vice-Admiral Sir T. Brandreth, Sir Albert Rollit, M.P., Mr. Seager Hunt, M.P., and Admiral Sir A. H. Hoskins. The awards having been distributed, Mr. Ashmead Bartlett delivered an address in which he commented upon the excellent general conduct of the pupils, and said that the results of the examinations reflected great credit upon the school, and especially upon Captain Collins (the superintendent), Mr. Escott (the head master), and the whole of the teaching staff. This year 83 boys were passing out of the seamanship classes, as against 71 last year, which increase was very satisfactory. It was also a matter for congratulation that the number of pupils had been raised from 950 to 1,000. The other day he was down at Portsmouth to witness the commencement of the naval manœuvres, and he had been struck by the excellent condition of the fleet. But let the boys of that school remember that it was the men and not the ships that won battles at sea.—Admiral Sir T. Brandreth having addressed a few words of encouragement to the lads, Mr. Ashmead-Bartlett said her Royal Highness had desired him to express the great satisfaction she felt at the smart appearance of the boys, and to ask that they might have an additional week's holiday this year. This request was expressed, and subsequently granted, amid loud applause, the company afterwards breaking up amid cheers for the Duchess of Teck and the Lords of the Admiralty.

A PLUCKY VOYAGE.

Anxiety is beginning to manifest itself as to the welfare and whereabouts of the plucky adventurer who is essaying a voyage across the Atlantic Ocean in the smallest craft that has ever sailed from Boston to the Lizard. True he has been spoken with on this somewhat perilous trip, but then he had not reached the Gulf Stream, and misfortune had befallen him, inasmuch as he had lost his rug and broken his lantern, he was sore from constant sitting, and his appetite had almost totally disappeared. The merchant captains who came upon him gave him some provisions, and also the good advice that he should turn his helm and put back to Boston as quickly as possible. Whether this timely counsel was adopted remains to be seen. The latest advices report that he had been spoken on the 12th inst., in lat. 41.16, long. 64.16, then 24 days out. William A. Andrews, the sole occupant of the little dory, is a native of Beverly, Massachusetts, and is 42 years of age. By trade he is a piano maker, but served for some time as a soldier during the Civil War. It is not the first time he has crossed from America to England in a tiny craft. In 1878, in company with his brother, Asa. W. Andrews, he became famous by sailing in 45 days from City Point, Boston, to our own shores in the *Nautilus*, a boat with only 15ft. keel. On the completion of this voyage it was thought the utmost had been done in the way of navigating small vessels across the Atlantic; but Mr. Andrews was not content, and he soon made up his mind to surpass his own effort. His brother would have accompanied him on this second attempt, but he succumbed to consumption a few years ago; and, although many friends volunteered to brave the perils of a second trip with him, he preferred to try the experiment by himself.

The little boat, named the *Dark Secret*, was built at Boston, and has the following dimensions:—Length of boat, 14ft. 9in.; width, 5ft.; depth, 2ft.; length of spirt, 17ft.; of mast above deck, 8ft.; of boom, 6ft. 9in.; sail, 16ft. 3in. on the fore; foot and leach, 15ft. The material used is half-inch cedar, and she carries a lateen rig. Considerable inconvenience was caused during the trip with the *Nautilus* by the scarcity of space caused by the water jars, and a special keel was invented to alter this. It consists of a heavy piece of timber hollowed out to such an extent that nearly 40 gallons of water can be carried easily; and by means of a pumping apparatus this can be drawn at any time. Along the bottom of the keel is attached a shoe of cast iron weighing 200lb., and, in the event of a storm, this can be immediately cast off in a second's time by simply touching a screw. There are three air-tight bulkheads in the bow, and the hatchways are completely air-tight when closed; these facts would reasonably lead to the conclusion that the boat need fear but little from whatever storms it might have had to encounter in the Atlantic. Further precaution, however, has been taken. Experience has taught Mr. Andrews the marvellous power of oil in subduing the most threatening waves. Whenever squalls were encountered in the *Nautilus*, he dripped oil from the bow, and thus converted the combing waves into long rolling swells, over which the boat sailed easily and with perfect safety. Therefore a two-gallon can of oil was included in the cargo on this occasion. The general cargo is varied. One hundred bottles of Apollinaris may sound a curious item, but, in addition to their use for consumption, they serve as ballast. Then there are 50lb. of biscuits in air tight tins, 15 cans of Boston baked beans, 10 cans of vegetables, four cans of corned beef, a can of condensed milk, a dozen lemons, a fog-horn, a ham, a cake, a loaf of bread, matches, knife, fork, and spoons, plate, alcohol lamp, three lanterns, a jug of molasses, a jug of vinegar, two boxes of sardines, 10lb. of tobacco, five clay pipes, a hammer, hatchet, saw, screws, nails, tacks, a life-belt, rubber-boots, towels, handkerchiefs, a blanket, a pillow, and a bedtick, a comb, brush, and tooth-brush. Mr. Andrews designed a perfectly water-tight suit to wear during the greater part of the voyage; but provided himself with a brand new change of attire carefully sealed up in a tin box to put on as soon as he sighted England. Of course he has on board a number of nautical instruments, and an almanac, and to crown the whole, there is a modest half-dozen bottles of champagne, some of which were to be utilised in celebrating the Fourth of July.

Perhaps the worst perils of the voyage are whales. Being of a companionable disposition, they would be likely to follow the small craft for days and nights together, puffing and blowing around, and at times diving under the boat. While on the *Nautilus*, Mr. Andrews had not a few of these visitors. At some periods of the night he would run into a sleeping whale, a lively time ensuing. It takes very little to alarm them, and if one of these were to bring down his enormous fluke upon the *Dark Secret*, it would be sufficient to smash it up like a match box. A score or two of water-proof torpedoes, which explode on the surface of the water with a report equal to that of a six-pounder, are on board, and with these Mr. Adams hoped to keep the whales away. Another source of danger is the icebergs; then again, floating wreckage has to be considered, and the immense log-raft which broke adrift last winter may cause not a little uneasiness at times, as several vessels travelling the same course have collided with them already. Sharks and sword-fish are also to be reckoned with, as were one of these to lance the timbers of the boat the career of the *Dark Secret* would be immediately closed.

The start was made in a most auspicious manner on June 18th from Boston's great yachting headquarters, City Point. Thousands of persons were waiting to witness the event, it being a holiday in celebration of the Battle of Bunker Hill. At noon Mr. Andrews took the helm, and, amid the popping of guns and the ringing cheers of the multitude, set out on his dreary journey. With fair weather he expected to reach his destination in about 38 days.

AN influential meeting has been held at Newcastle to consider the proposals of the Government with regard to the Tyne defences. The Duke of Northumberland presided, and said he thought the subject of furnishing volunteers to take charge of the defences ought to be one for local consideration. The Mayor of Newcastle moved a resolution for the formation of a committee to consider the proposals of the Government regarding the Tyne. Lord Ravensworth seconded this resolution, which was unanimously agreed to. The Duke of Northumberland was elected chairman of the committee, and the Earl of Ravensworth vice-chairman. Lord Armstrong, speaking in the evening, said if the Tyne provided men the Government ought to provide material; but at present the Government scheme was vague. Should they confine themselves to the harbour solely or go out to sea to join in resisting predatory vessels of the enemy? Operations outside the harbour were important, and they required to be enlightened about them.

SAILORS' PROVISION SCALE.—A meeting of the National Amalgamated Union of Seamen and Sea-going Firemen was held at Sunderland on Monday last. The proposal to open branches of the union at North Shields and South Shields was under consideration. The secretary reported that he had been in communication with the principal officials of several other societies in the district who had promised to assist in the formation of branches of the union. He had arranged for a public meeting to be held at an early date, on which occasion the branches would be inaugurated. It was stated that the American and Australian Seamen's Unions had been invited to send delegates to the annual conference which is to be held in Sunderland. The provision scale for ships was next discussed. In reply to questions, the secretary said that 50 copies of the scale had been printed and sent to the Shipowners' Society for distribution amongst the members, but that no reply had, as yet, been received. Thereupon several members strongly denounced the shipowners for their apathy in a matter of such importance, the opinion being freely expressed that the seamen had not been treated fairly, inasmuch as it was contended, as the shipowners had entirely ignored the men's proposals. A motion was made to the effect that the members of the union should decline to ship in any vessel unless the provision scale of the society was attached to the articles. The general feeling, however, appeared to be for a less extreme measure, and eventually an amendment was proposed and carried unanimously, acting on which the secretary will urge on the Shipowners' Society to appoint a committee to meet a committee of the union on the subject. Three sailors and two firemen were reported to be unemployed.

SEAFARING DISASTERS.

Great excitement was occasioned amongst between 800 and 900 persons who were on an excursion on board a steamer on the Tay, on Saturday. When near Newburgh, about 10 miles from Dundee, the steamer struck some sunken rocks. The vessel immediately began sinking, to the great consternation of the passengers. Other passenger steamers which were near rendered assistance, and the excursionists were all taken off and brought back to Dundee. The damaged steamer gradually sank, and only a small part of her stern remains above water.—A report from Lloyd's states that the *Berrington*, steamer, from Rotterdam, arrived at South Shields, reports that at 9.30 a.m., Whitby bearing S. by W. 10 miles, she passed the steamer *Marmion*, of Leith, broken down, riding with cable chain, and wanting a tug. There was a strong wind and sea on from the northward at the time. A tug was sent from Sunderland. The *Marmion* was supposed to be bound from Leith to London with passengers and cargo.—With reference to *Fern Holme*, s:—The following telegram has been received from the captain: Heavy gale. *Fern Holme* total wreck, broken right asunder in four places; cargo washing on shore through sides.—Telegram from Fredrikshaven, July 16th, states: Danish steamer *J. N. Madvig*, laden with coals, went ashore on the Seaw, but was afterwards got off undamaged and proceeded.—The steamer *Fortescue*, laden with deals, was reported to have stranded at Finngrundet. *Belos*, Neptun steamer, sent to her assistance.—Telegram from Plymouth, July 15th, 6.37 p.m. states that a yawl yacht, name unknown, was ashore on the N.E. end of Drake's Island, full of water. Steamer *Itchen*, Southampton for Newcastle, in ballast, put into Newhaven on Monday with machinery disabled.—*Woldstoft*, Danish schooner, Reval for Dysart, with flax and oilcake, when entering Dysart harbour, 15th inst., stranded back of West Pier; she was afterwards got off and into harbour. Damage unknown.—German steamer *Ludwig Posselt*, from Hamburg, straw, arrived in the Tyne last Sunday night, with damage to starboard side, having been in collision with a steamer at sea.—Barque *Pomerania*, of Stolpe-munde, was abandoned about 18 miles north-east of Peterhead, at 2 a.m. on July 13th, in a sinking condition. The crew were taken off by the *Stella Maris*, of Vlaardingen, and landed at Peterhead on Monday morning.—*Iside B.*, Italian barque, from Lobos for the Mediterranean, gnanoo, has been condemned at Valparaiso.—Steamer *Heracles*, from Maceio, whilst docking at Liverpool collided with river wall, carrying away her anchor stock and bolt and breaking a plate on starboard side.—Ship *Alester* whilst leaving dock at Liverpool collided with pierhead and damaged her figurehead. She put back to dock for repairs.—Telegram from Elsinore, July 16th, states: German steamer *Lahnbeck*, from Kotka for Papenburg (wood), put into Elsinore with cylinder cover broken.

Lloyd's agent at Melbourne reports that the ship *Killochan* of Glasgow, for Auckland, put into Melbourne partially dismasted in a gale, July 9th. The cost of repairs was estimated at about £2,500.—Steamer *Goldsbro* reported by telegraph to have put back to Aden with feed pump valves out of order.—Telegram from Auckland, N.Z., states that the Swedish brig *Courmakyle*, which put in leaky over two months before, and afterwards sailed, again put in leaky, and must dock for repairs.—Steamer *Fulford*, Hudikswall for Alexandria, put into Portland Roads, towing the Norwegian brig *Dagmy*, from Port Norwich for Middlesbrough, slates, with topmast, bowsprit, and jibboom carried away, having been in collision 20 miles south-west of Portland. The steamer was undamaged.—The steamer *Christian IX.*, before reported, arrived at Copenhagen.—Telegram from Copenhagen states:—Russian steamer *Capella*, Finland for London, wood, broke all her propeller blades in leaving Rishshaleven after coaling, without pilot; discharging part of her cargo for repairs.—The *Asiana*, British ship, bound from Penarth for Algoa Bay, reported to have put into Rio Janeiro leaky and with rudder carried away.—Steamer *Fortescue*, which went ashore at Finngrundet, been floated, and arrived at Oregrund. She will proceed to Stockholm after temporary repairs. About half cargo jettisoned.—The *Gylfe*, bound from Quebec for Glasgow, put into St. John's, N.F., leaky.—Telegram from Buenos Ayres states:—Austrian barque *Sklad*, from Antwerp, took

fire in port, and was scuttled. Cargo damaged by fire and water.—Telegram from Ismailia states:—*Indra*, s, previously reported ashore, siding *Kantara*, is refloated and reloading. Telegrams received on July 20th from Lloyd's signal station at the Lizard stated that the steamer *Nettlesworth*, of London, bound from Cardiff to Cronstadt, with a cargo of coal, is ashore on the Stag Rocks, and is likely to become a total wreck. Vessel heeled over to starboard, and appeared full of water. Crew landing effects with own boats.—British steamer *Waldridge*, from Riga for Garston, wood, has been towed into Carlserona by the German steamer *Spica*, with shaft broken.

—Telegram from Gibraltar, July 20th, stated that the British steamer *Hesper* was ashore off Tunara. Assistance had been sent.—According to a telegram from Lloyd's agent at Rouen, timed July 20th, the fire on board the Spanish steamer *Asturiano* was still burning; 7,700 barrels of petroleum on board; three of the crew and three workmen were killed.—Telegram from St. Vincent, C.V., July 20th, stated that the *President Salmiento*, showing Argentine colours, put back with machinery broken down.—*Bessel*, steamer, for Rio Janeiro, returned to the River Mersey, July 20th, with stem broken and plates on both bows considerably damaged, having been in collision with an unknown steamer at 1.50 that morning off South Stack.—*Denia*, steamer, of Middlesbro', grounded same morning south side of the River Tees, below Redcar Wharf, came off without damage and proceeded.—The Swedish barque *Orskar*, from Newcastle to Tonga, put into Sydney, N.S.W., damaged in a severe gale, and must repair.—Lloyd's agent at Dover telegraphs that the Belgian mail steamer *Princesse Henriette*, on arriving July 20th, ran into the Calais landing at Admiralty Pier, doing considerable damage to same and to her sponson. A further telegram from Gibraltar states that the steamer *Hesper* got off and arrived at Gibraltar.—Steamer *Fortescue* arrived at Stockholm, July 20th, after being ashore at Finngrundet.—Steamer *Captain McClure*, of Dublin, arrived at Ringsend, July 20th, and reports having been in collision, off the Skerries Light, with an unknown steamer, carrying away bulwark and making a large hole in quarter.—Telegram from Ryde, July 20th, 1.50 p.m., states that the French yacht, *Soft Wing*, from Havre, was ashore inside the Sandhead Buoy, but got off next tide.—Steamer *Neptuno*, of Liverpool, whilst discharging coal into iron-clad *Benbow*, at Milford Haven, July 20th, stove one plate in through insufficiency of fenders.—Telegram from Rio Janeiro, July 20th, states: *Nellie Crosby*, British brigantine, from Buenos Ayres for Barbadoes, has put into Rio Janeiro seriously damaged by collision with British steamer *Zarate*. Cablegram from Boston states: United States ship *A. G. Ropes* putting into Boston with loss of jibboom and fore and maintop-gallantmast.—Telegram from Hamburg states: Steam tug, *Eleonore*, and British steamer, *Red Start*, from London, collided. Both vessels slightly damaged. Latter had hole on starboard side above waterline.—Schooner *Emma*, from Teignmouth for Glasgow, pipeclay, put into Milford, making about four inches water every hour.—Telegram from Bahia, July 21st, states: *Cherwell*, British barque, from Newport for Mauritius, coals, put into Bahia with bowsprit and jibboom carried away, and with loss of foretopmast.—Cablegram from North Sydney, C.B., states: Barque *Maria*, of St. John's, N.F., from Barbadoes for Montreal, molasses, has been totally wrecked on the Bird Rocks. Crew saved.—Steamer *Bessel*, which put back to the Mersey damaged, after collision, has been docked for repairs.—Further intelligence received from Lloyd's agent at Rouen, dated July 20th, with reference to the fire on board the Spanish steamer *Asturiano*, states as follows: The fire on board the *Asturiano* at Dieppedale has slightly diminished, but there are continual explosions on board of her. All the plates are bulged out and twisted. One barge is also on fire, but the other was cut adrift and escaped. Besides the persons killed there are one of the crew and one workman injured.—In reference to the loss of the *Star of Greece* on the coast of Australia, in which disaster the captain and second officer lost their lives, the following is a list of the crew when the vessel sailed from England in March last:—H. R. Harrower, captain; J. H. D. Hazeland, first mate; W. R. Waugh, second mate; C. W. Cumberford, third mate; W. Parker, boat-swain; R. Donald, carpenter; Gustaf Carlson

sailmaker; G. C. Blackman, steward and cook; G. P. Carder, assistant-steward, and the following able seamen:—A. T. Cooke, C. Sheppard, H. Schultz, P. Manyhen, J. Brown, Otto Johanson, Henrik Vossner, D. O'Brien, E. Eklof, T. Shields, M. Burke, and C. Hendson.—*Bala*, steamer, from Newport for Venice, has put into Gibraltar with condenser tube out of order.—*Ariel*, steamer, of Hull, grounded Eupatoria point, but got off after jettison of small portion of cargo, and proceeded for Sebastopol, where she was examined, and found to have sustained no damage; since sailed.—*Cohnheim*, German barque, from Carthage for Sydney, C.B., in ballast, put into St. Michael's with foremast sprung and leaking.—*Volunteer*, British schooner, from Rio Grande for Falmouth, put into Rio Janeiro, partially dismasted in a gale.—*Ellida*, German steamer, from Newcastle for Sonderburg, coals, gone ashore near Thisted, and cannot be got off without assistance.—*Ornen*, barque, of Sandefjord, was passed dismasted and abandoned, July 18th, in lat. 48. 52 N. long. 35.37 W., by the *Lord Gough*, s, arrived at Queenstown from Philadelphia.—*Friedrich Maas*, German barque, Riga for Hull, wood, went ashore, but was assisted off leaky, and brought in here: will have to discharge and dock for repairs; salvors have been settled with for £275.

Lloyd's agent at Ronehamn, July 24th, reports:—*Princess*, steamer, of Hull, from St. Petersburg for London, laden with oats, has gone ashore at Ostergarum; assistance has been sent.—Lloyd's agent at Manila telegraphs, July 24th:—*Australia* has gone ashore on San Nicholas bank, and will probably be a total wreck.—Lloyd's agent at Fredrikshavn telegraphs, July 24th:—*Ellida*, German steamer, laden with coals, put into Fredrikshaven with the assistance of Svitzers, after being ashore; will be towed to Elsinore.—A telegram from Lulea, dated July 23rd, states: *Vivienne* grounded on soft mud in going out. Expects no damage. Since got off and sailed this morning.—Lloyd's agent at Sourabaya telegraphs:—*Graf Van Bylandt*, previously reported aground at Macassar, was got off at high water, undamaged.—The *Alice Crookall*, of Fleetwood, sustained slight damage through collision on 21st inst. off the Rock Light with the *Amphitrite*, of Preston.—*St. Catherine*, schooner, Bristol for Hayle, grounded on Cardiff Sands and remained fast about six hours. Vessel strained and made much water, but floated off next morning's tide and returned to Bristol. The master apprehended considerable portion of cargo damaged, and thinks immediate discharge necessary.—A telegram from Ringsend, dated from Dublin, July 24th, states: At 1.30 this morning a collision took place between the steamers *Brier*, of Glasgow, and *Captain Parry*, of Dublin, in berthing at North Wall. The *Captain Parry* struck the *Brier* with stem, and burst in a plate on starboard side.—*Sindoo* (s), of Glasgow, from Middlesbrough for Stettin, was in collision on Tuesday evening in the Tees with a slug hopper, and put back with damage to bows.—Lloyd's agent at Yarmouth, I.W., reported on Tuesday that *Saint Kilda*, yawl yacht, from Southampton for Plymouth, got ashore on the Black Rock Ledge the previous night, but got afloat again without assistance, and apparently no damage.—Lloyd's agent at Portland, Dorset, telegraphs, July 24th, that *Jason*, steam yacht, Mr. Bibby, owner, in sailing about Weymouth Bay that morning, missed stays and took the ground. Vessel getting steam, and expected to come off next high water. Wind S.W.—A telegram from Northfleet, July 24th, reports: *Afton* (s) has gone ashore on the mud while going in Northfleet Creek this morning's tide to load cement. A subsequent telegram states that *Afton* got off with the tide.—Yacht *Jason*, before reported ashore, floated off without assistance at eight p.m., and has anchored safely at Portland.—Steamer *Beaconsfield*, from Shields Savona, put into Plymouth with boiler leaky.—Norwegian barque *Christiane Sophie*, Hernosand for London, wood, and German brig *Burgermeister Petersen*, London for Riga, chalk, have been in collision; both vessels have put into Gothenburg damaged, and must discharge and repair.—Telegram from Ismailia, July 24th, states: Steamer *Olympia*, with stern post broken and steering gear disabled, has been towed back to Suez for repairs.

Lloyd's agent at Lowestoft telegraphed on Wednesday:—This morning *Leeds*, schooner, of Goole, from Shields for London, was run into whilst riding off Dunwich, by the three-

masted schooner *Mary Watkinson*, of Barrow, doing considerable damage to hull, rigging, and gear. She was assisted into harbour by the *Despatch*, tug, and beachmen, making water. No agreement.—Owner of the *Saint Kilda*, yawl yacht, landed at Yarmouth, I.W., and reported that the yacht tailed on the mud end of the Black Rock Ledge, and the coast-guard and her own crew weighing themselves on the bowsprit lifted her, and the wind being favourable carried her off without damage.—Lloyd's agent at Dunnet telegraphed on Wednesday: A steamer is reported ashore at Mey, Pentland Firth. Lloyd's agent leaving to obtain particulars.—A further telegram from Dunnet states: *Bifrost* (s), of and from Gothenburg, timber laden, for Liverpool, got ashore at Mey, Pentland Firth, but after remaining two hours got off without apparent damage.—*Dryden* (s), Graham, Liverpool for Buenos Ayres, with a general cargo and cattle, put into Falmouth, July 25th, with boiler tubes leaking.—*Princess* (s), Hull, previously reported ashore at Oster-garn, has broken in two, and is a total wreck. The after-part has disappeared.—A telegram from Shields, dated July 25th, says:—*Alliance*, floating hospital for infectious diseases, sank at twop.m. to-day in the Tyne. No one was on board of her.—Lloyd's agent at Dunnet telegraphs, under date of July 25th, 6.33 p.m., that the steamer *Copeland*, from Iceland to Leith, with passengers, ponies and wool, is reported to be ashore at Strom, Pentland Firth, and full of water. Passengers are landing. Dense fog.—A Dutch vessel, laden with guano, reported ashore on the Maplin Sands full of water. Lloyd's agent at Singapore telegraphs, July 23rd: "*Bryn Gwyn* has been totally lost at Carimata Passage. Part of the crew only saved. Remainder missing." The *Bryn Gwyn* arrived at Singapore on May 12th from Liverpool. She was an iron vessel of 1,226 tons, built at Liverpool in 1883, and owned by Mr. D. Morgan, Prynghwyn, Didryon, Anglesea.—The Cunard steamer *Servia*, which arrived at Queenstown on Sunday, brings intelligence of the foundering of the yacht *Verve* and the loss of her crew of five men, including her commander, Captain Norman Dick, of Kingstown, Ontario, which occurred on Lake Ontario during a severe gale on the 11th inst.

THE FIRST PRIZE FROM THE ARMADA.

But very few of the Spanish ships that formed the "invincible armada" fell into English hands; the object of our commanders, with their limited fleet and short supplies, was to sink outright any of the enemy's fleet they could. The first prize was taken on the night of our opening lurch with the Spaniards. Puzzled at the swift movements of the English vessels, Medina Sidonia was glad to withdraw from the attack on Sunday, July 21st, 1588, and to make the best of his way up Channel before the strong westerly wind that rose at nightfall. The different squadrons in the Armada were so fearful of getting separated that they kept crowded together, with the result that in the freshening breeze the flagship of Don Pedro de Valdez fouled with another large vessel of the Spanish fleet and became disabled: Sidonia sent to Don Pedro begging him to leave his ship, but a sense of duty compelled him to refuse; it was right, he contended, to stay on board his ship and save her if he could, and so his companions sailed away and left him to fall next morning into the hands of Sir Francis Drake, returning from a fruitless chase after some supposed "Spanish sail." Don Pedro's ship had been passed by Howard, who was following the main body of the Armada, as not worth the trouble of capture or the loss of time it would entail. Drake towed his prize into Torbay, left her in charge of the Deputy-Lieutenants of Devonshire, and made all sail he could after Howard.

Safely moored in Torbay, the local authorities began to see what sort of a prize they had got hold of. They found her rich in "all kinds of ordnance," which was carried on shore, and some of it sent on by small local boats after the English ships. Some went to help in fortifying Portland Castle, where it was sorely needed. Besides the guns and shot the ship had on board "a grate lanterne, which was in her sterne," and divers pipes of wine. As soon as the weather permitted, the prize was towed round into "safe harbouring" at Dartmouth. The question of those on board,

exactly 397 in number, now occupied attention. They proved a heavy burthen to the good people of South Devon, who would, as the Deputy-Lieutenants put it, "have been very glad if they had been made water spanyells when they were first taken," a phrase which expresses pretty clearly popular sentiment in the locality. Of the 397 persons on board "five of the chieffest" were sent to the Lord Lieutenant of the county, who committed them to the "towne prison of Exon." The Deputy-Lieutenants, in writing to the Council, say that they have put 226 of the prisoners "in our oune Bridewell"—presumably at Dartmouth. Among these were "all the mariners," only 61 in number, "besydes younkers and boyes." The remaining 166, who were all soldiers, were sent back on board the Spanish ship "to lyve upon such victuals as do remain in the saide shipp." This was done "for the ease of countrie from watching and guarding them and for carrying of their provision, which was very burdensome unto our people in this tyme of harvest."

This was, no doubt, a very good arrangement from the point of view of the people of Dartmouth and its neighbourhood, but the condition of those committed back to the wrecked ship was dismal enough, on the Deputy-Lieutenants' own showing. They say that "such victuals as do remain in the said shipp is very little and bad; their fishe unsavory and their bread full of worms, and of so small quantitie as will satisfye them but a verye small tyme"—perhaps before long the Spaniards themselves wished they had "been made water spanyells" on their first capture. The condition of the prisoners left on shore was not much more enviable. "The people's charity unto them (coming with so wicked an intent)" was "verye cold," and the Deputy-Lieutenants wrote to the Council that unless they would sanction some expenditure for necessities the prisoners must starve, for they "are many in number, and divers of them alreadye verye week, and some dede." If the Council would not sanction the expenditure of money for the prisoners' keep, then the local authorities desired to know quickly "their lordshippes' pleasures" as to "these people, our vowed enemies," for "the charge of keeping them is great, the perill greater, and the discontentment of our countrie greatest of all"—perhaps the Deputy-Lieutenants hoped for authority to make summary riddance of their burthen. But no order came from London of one kind or another, and so the Deputy-Lieutenants, be it said to their credit, laid out a sum of money in purchasing food for the prisoners. Afterwards they submitted their account to the Council; among the items we read:—"1,700 of biskett, at 7s. the hundred; 21 hogheads of beer at 8s. the hoghead; and £11 6s. 8d. 'for beef, fishe, and other necessaries.' For 500 'corr fish' (coarse fish) £5 was expended; the 'wood to dresse the prisoners' food ashore' cost £1. In all the expenses amounted to £84 8s. 11d. The account bears in the margin a note in Cecil's handwriting, and is doubly interesting on that account:—"The charges layd owt for ye prisoners must be accounted for and repayed by ye prisoners before they be delivered." What was the ultimate fate of the 397 Spanish prisoners seems doubtful. Don Pedro was, no doubt, one of the five "chieffest" who was sent to Exeter gaol, and he, together with those prisoners of most note or importance, was ultimately liberated on making satisfactory terms; but how many of the "common men" died of cold and hunger we do not know.

No doubt the prize was valuable in many ways. Her guns must have supplied a sorely needed want among the ships with Howard, besides being of use at the different coast defence stations. The Spanish ship also carried a good many pipes of wine, 88 in all, though these were "so badlye conditioned that they made by 67 full pipes." Much of the wine was "eager" (sharp or sour), but nevertheless all of it was thought worth putting into "safe sellarage," except four pipes which the Deputy-Lieutenants "made bold" to distribute without direct order from headquarters. One pipe they gave to Lord Edward Seymour "for cumberinge his howse with these Spanish prisoners untill the shipp was cleered, we not knowing otherwise where we should have bestowed them." The other three pipes were given to "three gentlemen that all this moneth have continuallye layne aboarde and attended to the Spanish shipp."—*The Globe*.

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INTERESTING ITEMS.

THE Prince of Wales has given 50 guineas towards the new Roman Catholic Church at Lynn, for which an urgent appeal has been made.

It is reported from Rarotonga that a number of local chiefs have petitioned the British Government to annex the island in order to avoid invasion by the French.

At the inquest, on Tuesday, on the man who was mysteriously shot at Tunbridge Wells, a verdict of wilful murder against some person or persons unknown was returned.

A TRIBAL conflict arising from a land dispute has occurred between Maoris in the Whangarei district of New Zealand. A pitched battle was fought, in which 70 men stood against 120. There were several killed and wounded.

It is officially announced that Prince Louis Ferdinand of Bavaria has passed his final medical examination, qualifying him to practise as a physician. This is the second member of the Wittelsbach family who has joined the medical profession.

THE Guion Line steamer *Wyoming*, from New York, reports that on Sunday last, when in mid ocean, the machinery became disabled, and the vessel had to be stopped for five hours to make repairs, after which the steamer resumed her voyage for Queenstown.

FOUR persons were arrested, on Tuesday, at Fermo, in connection with the seizures for the Leahy tax. Great excitement prevailed, and many persons were injured, some seriously. Fresh disturbances in connection with the collection of the tax are expected.

OFFICIAL intelligence states that the Sultan of Morocco is encamped in the Kabyle Zaian district, where he is engaged in punishing the refractory portion of the tribe inhabiting that region. As soon as this task is accomplished the Sultan will commence his march towards Tangier.—*Reuter*.

HER MAJESTY'S cruiser *Diamond*, which went last April to assist in inaugurating the dual protectorate of Great Britain and France over the New Hebrides, brings to Sydney intelligence that the joint Commission has met twice and has formulated rules for working the protectorate in accordance with the terms of the Convention.

THE friends of Cardinal Manning, as already announced, propose to celebrate his jubilee as a priest of the Church of Rome by presenting him with a testimonial of £12,000, a sum required to pay off the debt on the pro-Cathedral, Kensington. The Catholics of London are entering very heartily into the proposal.

"A GREAT heat-wave" is said to be passing over Caithness. They are having temperatures there which sound tropical to us down in the chilly South. With fine and warm weather for the holiday season, Scotland need not mind a slight earthquake or two. The shock lately reported does not seem to have succeeded in breaking even a single china cup.

THE Pope, in speaking recently with an Irish member of his court, said that his last rescript concerning Ireland must be considered as a proof of his interest in that unhappy country. The Pope added that a solution of the Irish question which would satisfy all parties would give him much pleasure.

A NUMBER of Jewish families residing at Hel-singsfors have received notice to leave the country. Some of them have to depart immediately, but others have been allowed a certain time. They will probably proceed to Palestine, says the *Daily News*, where the rich foreign Jews have bought land on which they are to be settled.

At the Birmingham Police-court, on Tuesday, Messrs. Jeff and Latham, solicitors, who failed a short time ago, were charged with withholding and misapplying £350, belonging to the Morning Star Lodge of Oddfellows. The defendant Jeff appeared, and was ordered to repay the amount and to pay a £10 fine, with the alternative of two months' imprisonment. Notice of appeal was given.

A CHEQUE for £3,500 has been given by an anonymous friend to the Mission to Deep Sea Fishermen to cover the cost of building and equipping another hospital mission ship, on the lines of the *Queen Victoria*, now rapidly approaching completion. The Queen, who is patron of the mission, has expressed her consent to the donor's request that the second hospital ship shall be named the *Albert*.

A FATAL accident occurred at Sunderland, on Tuesday afternoon. As some boys were playing near the railway line which leads to Newcastle, one of the boys, named Jackson, in attempting to walk over the bridge, stumbled and fell on to the line. He was too much stunned to get up, when a coal train came past and went over the boy's body. The little fellow's head was cut completely off, and it rolled some distance.

A WOMAN named Norman, wife of a painter living at Fratton, Portsmouth, on Sunday gave birth to four children, three girls and a boy, of whom only one, a girl, is now alive. Mrs. Norman, who is about 40 years of age, is the mother of 21 children, of whom nine are now alive. She had previously had twins, and seven years ago she earned the Queen's bounty by presenting her husband with triplets.

A CORRESPONDENT writes to a Colombo paper:

Between nine and 10 o'clock on Friday morning, in the course of a heavy shower that fell, the rain for about a quarter of an hour was observed by many people in different places to have assumed a ruddy hue, as if it partook more or less of a mixture with blood. I ascertained that the sanguinary hue of the rain had been observed by many others living miles apart.

THE Dublin police, says a correspondent of the Press Association, are closely watching American visitors to the Irish capital. A few days ago a detective entered one of the principal hotels and asked for a private interview with a gentleman from St. Louis, who had previously visited Dublin. This gentleman afterwards complained to the American Consul, who has written to the police authorities asking for an explanation of the affair.

DONALD MACRAE, of Balaban, who was tried recently at Edinburgh for inciting the crofters to take part in the famous deer raid, was summoned by the crofters, and a decree obtained against him, for the expenses of his witnesses who accompanied him to Edinburgh. The crofters allege that Macrae collected heavy sums on their behalf, and never accounted for the defence fund or the destitution fund. Macrae appealed against the sheriff's decision to a higher court.

It is announced at the Post Office that on and after August 1st private letter boxes for use during the night may be rented at all post-offices at which a night staff is on duty, and at which there is a delivery of letters to callers during the day. This arrangement will enable the public to obtain as far as practicable during the night letters—i.e., postal packets paid at letter rates of postage—which in the ordinary course would not be delivered until next morning.

THE Rev. Edward Stormont Rounds, a Church of England clergyman, who has been doing occasional duty recently in churches in the neighbourhood of Portsmouth, was committed for trial by the Gosport magistrates on a charge of obtaining goods by false pretences. He had furnished his lodgings with goods obtained on the hire system, and afterwards sold them. The defence was that the furniture was bought and not hired. The prisoner was not admitted to bail.

GREAT excitement has been caused in Plymouth by a report that the Western Insurance Company had suspended payment. Later it was ascertained authoritatively that the company had filed a petition in liquidation. The company was started 16 months ago with a capital of £20,000, of which only £6,000 was paid up. Shortly afterwards the company presented the town with a fire-engine, and entertained the principal inhabitants at a cost of £1,300. The company had established agencies all over the world.

A FRIGHTFUL accident occurred on Tuesday at Coet's Iron and Steel Works, Coatbridge, to a man named Isaac Glasgow. Glasgow was employed at a travelling crane, and seeing a piece of stone lodged at the railway points, he put in his hand to remove the obstacle. The crane meanwhile was coming on, and prevented the poor fellow from freeing his hand. He called to the driver to stop, but the engine came on and caught Glasgow as if in a trap, severing an arm and a leg. No hopes are entertained of the man's recovery.

SIR JOHN SWALE, baronet, of Knarborough, Yorks, died suddenly last Monday. The deceased baronet, who was 51 years of age, had for several years been proprietor and landlord of the Royal Oak Hotel and restaurant, in the Market-place of Knarborough. The title passes to an aged uncle, who has no male issue. The baronetcy was created in 1660, Sir Solomon Swale, the first baronet, and then M.P. for Aldburgh, having received the honour for proposing the restoration of King Charles II. in the House of Commons.

As the tide was going out on Saturday a small shark was observed struggling in the water at New Brighton in a pool near the Perch Rock Battery. A number of boys, who were playing on the shore at the time, succeeded in securing it. It was subsequently put into a water tank near the parade, and was still living on Sunday. A rumour prevailed at New Brighton on Sunday that a large shark had been caught near the Red Noses, and several fishermen state that they had observed a shoal of sharks at the mouth of the river on Saturday.

In giving evidence before the Committee on the Army Estimates, says their final report, the Duke of Cambridge and others expressed a decided opinion that the soldier does not now get meat enough, and that the allowance should be raised from three-quarters of a pound to one pound daily. This would represent an increased annual charge of about £250,000. The Committee urge that examinations of officers with regard to modern languages should be made more rigorous, evidence showing that comparatively few officers are even moderately familiar with French.

SOME of the gentlemen who represented historical characters at the Plymouth celebration of the defeat of the Spanish Armada do not seem to have taken their rôles too seriously. The correspondent of a contemporary asked one of the Kings who he was. "The Lord knows," replied his Majesty, offhand. "I'm told I'm Edward IV. One thing I know—I wish I had a stiff whisky and soda." The same correspondent was introduced to Shakespeare and Spenser, and says he found the author of the *Fairy Queen* "a much

livelier gentleman than he was three centuries ago."

A CORRESPONDENT writes: In my usual walk this morning I passed round Victoria Park Bathing Lake, when suddenly I heard a cry of help from midstream. Immediately a gentleman, who happened to be near the spot, ran up the plank on to the diving board, and without waiting to divest himself of his clothing, plunged in and swam to the assistance of the unfortunate man, and effected a very creditable rescue amid loud applause from a few spectators. I afterwards learnt that the rescuer's name was Polter, and that of the drowning man Holmes. I address this to you knowing you like publicity given to heroic actions.

A BANQUET to 200 deaf and dumb men and women took place at St. Mandé, near Paris, on Monday. Several speeches were made which were eagerly followed, if not listened to, and very much applauded. Perhaps this needs an explanation, admits the *Daily News* correspondent. The term deaf and dumb has become a misnomer. Children born deaf are now no longer dumb, as they were necessarily of old. They are now taught by ingenious methods to understand and imitate the motions of the lips in ordinary speech. The Abbé de l'Épée is said to have originated the system whereby those born deaf and dumb are put into communion with the rest of mankind.

In the City of London Court last Monday, the case of Church v. Appleby Brothers (Limited) came before Mr. Commissioner Kerr and a jury. The plaintiff was a young widow living in Ford-street, Canning Town, whose husband was employed on the night of May 16th, at the New Greenwich Ferry Works, for which the defendants were the contractors. Through an alleged defect in the staging on which the plaintiff's husband was at work as a labourer, the latter was precipitated into the river near mid-stream, and was drowned. A claim was now made for compensation for his loss, and the jury assessed the amount at £200. Leave to appeal was given.

A LADY while bathing on Montrose Sands last Wednesday morning went out of her depth and was in danger of drowning. The keeper of the bathing machines, George Saxby, seeing her perilous position, rode out to her, but as the horse turned on one side while swimming he fell into the sea, and his heavy boots filling quickly with water, he soon sank. The accident was observed by the soldiers at big-gun practice at the battery close by, and one of them gallantly swam out to the lady's assistance, and succeeded in bringing her to land in an exhausted condition. Every effort was made to rescue the poor fellow Saxby, but to no purpose. Saxby leaves a widow and three young children.

On Saturday afternoon a man named Barker, who has been managing a chemist's business, sent a boy with a note to Mrs. French, a young married woman, residing in Walthamstow. Mrs. French, in consequence, attended at the chemist's shop, the boy was again sent out, and on his return found the premises locked up. Gaining admission he saw Mrs. French lying on the couch in an ante-room. Barker had left. Medical and other assistance was procured, and as it was believed that Mrs. French had taken an overdose of chloroform efforts were made to restore her to consciousness, but without effect. She died during Sunday night. Barker had not been found.

A CORRESPONDENT of the *Liverpool Post* writes: The new Duchess of Marlborough is becoming quite a familiar figure in London society. She arrived just in time to find the season still in full fling, and has made the most of it. She towers nearly a head above her new husband, who has not for years been so often in London drawing-rooms as has happened during the last fortnight. At present the Duke and Duchess are staying at Grosvenor-square with the Dowager-Duchess of Marlborough, who has taken very kindly to her richly-dowered daughter-in-law. This was, of course, enough to secure the new Duchess the entrée into London society. The first of her money spent in London has been for the purpose of buying Lord Brownlow's mansion in Carlton House-terrace, where she and the Duke intend to keep great state next season. In the meanwhile they will go to Blenheim, the ancient glories of which are to be revived by the talisman of the American dollars.

How much time do women lose in the year by wearing bustles? An ingenious manager of a shirt factory in America, who has issued a mandate against the wearing of bustles by his employees, justifies his draconian law by the following calculation:—A girl will arrange her bustle five times a day, occupying one minute's time whenever she does so, and that makes a loss of five minutes. Where there are 12 girls it means the loss of an hour. Then they will leave the shop five times more, which takes five minutes each time. That makes twenty-five minutes, or, you might say, half an hour. Twelve girls, each losing half an hour, means a loss of six hours, added to the bustle hour, makes seven. This means a great deal of money when you are paying the girls by the week. Seven hours a day means forty-two hours a week. Taking the bustle-wearing population of London as one million only, the daily loss of time at this rate in London alone is equal to more than 50 years!

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